

NINTH  
ANNUAL REPORT

OF THE

Directors to the Stockholders

IN THE

MEMPHIS AND CHARLESTON

RAILROAD COMPANY.

JULY 1, 1859.



MEMPHIS:

PRINTED BY THE MEMPHIS BULLETIN COMPANY—15 MADISON STREET.

1859.



# DIRECTORS.

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## By the Stockholders.

SAM. TATE,	R. M. PATTON,
GEO. P. BEIRNE,	WM. DICKSON,
J. I. DONEGAN,	CHAS. W. HUNT,
WM. ECHOLS, Jr.,	R. C. BRINKLEY,
Q. C. ATKINSON.	

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## BY THE CITY OF CHARLESTON.

W. J. McGRATH,	C. J. COLCOCK,
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## BY THE STATE OF TENNESSEE.

JNO. M. CARMACK,	PHILIP B. GLENN.
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# OFFICERS.

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SAMUEL TATE,	President.
M. B. PRICHARD,	Chief Engineer.
SAMUEL CRUSE,	Treasurer Eastern Division.
WM. B. WALDRAN,	Treasurer Western Division.
W. J. ROSS,	Superintendent Eastern Division
B. AYRES,	Superintendent Western Division.
C. L. ANDERSON,	General Ticket Agent.
C. W. ANDERSON,	General Freight Agent.



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# STOCKHOLDERS' MEETING.

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MEMPHIS, August 3, 1859.

Pursuant to the requirements of the Charter and By-Laws of the Memphis and Charleston Railroad Company, the Stockholders, in general Convention, assembled at Odd-Fellows' Hall, in the City of Memphis, Tenn., at 11 o'clock, A. M., for the purpose of holding their Ninth Annual Meeting.

On motion of N. B. FORREST, JNO. S. KENNEDY, Esq., of Florence, Alabama, was called to the Chair, and SAMUEL CRUSE, of Huntsville, and W. B. WALDRAN, of Memphis, were appointed Secretaries.

On motion, the Chair appointed J. J. FACKLER, J. D. RATHER and M. J. WICKS a Committee to examine and report on Proxies.

Stockholders present were requested to report their names and stock to the Secretaries, whereupon 24,639 shares were reported as present, and the Committee on Proxies reported 22,385 shares as represented by Proxies—amounting to 47,024 shares.

The Convention then notified the President and Directors that they were ready to hear their Report.

SAM. TATE, the President of the Board, then read the Ninth Annual Report of the Directors to the Stockholders.

On motion, the reading of the Reports of the Chief Engineer, Superintendents and Treasurers was dispensed with, as the results of each were embraced in the Report of Directors.

The Reports were, on motion, received, and ordered to be printed for distribution among the Stockholders.

On motion, the Superintendent and Treasurer of the Western Division were appointed a Committee to contract for and superintend the printing of the Reports.

On motion, the Convention adjourned to 4 o'clock, P. M.

## AFTERNOON SESSION.

The Convention met at 4 P. M., as per adjournment.

SAM. TATE offered the following resolutions, which were unanimously adopted :

*Resolved*, That the By-Laws of this Company be so amended that the next Annual Meeting of the Stockholders of this Company shall take place at Huntsville, Alabama, on Wednesday after the fourth Monday in August, 1860, and annually thereafter alternating between Huntsville, Ala., and Memphis, Tenn., and the Directors be required to have their Report printed and ready for distribution among the Stockholders at said Meeting.

*Resolved*, That said By-Laws be also amended, so that the Annual Election—after the one to take place on Wednesday after the first Monday in September next—for Directors in this Company, shall take place at Huntsville, Alabama, and Memphis, Tennessee, on Wednesday after the second Monday in September, 1860, and annually thereafter on the same day at the same places, notice of which shall be given in at least one newspaper in Memphis and one in Huntsville, for twenty days previous to each meeting.

Judge LONGSTREET offered the following resolution, which was adopted :

*Resolved*, That the Committee appointed to superintend the printing of the Reports which have been presented to this Meeting, be requested to annex to them a copy of all the By-Laws of the Company now in force.

Dr. A. A. BURLESON offered the following resolution, which was passed unanimously :

*Resolved*, That this Convention of the Stockholders of the Memphis and Charleston Railroad Company, look with deep interest to the construction of a railroad which shall connect the valley of the Mississippi with the Pacific Ocean, and that in the opinion of this Convention, Memphis is entitled to be one of the termini of this Road, and in consummation of this great work, we bid all well directed efforts God-speed.

Col. WILLIAM DICKSON offered the following resolution, which was passed unanimously :

*Resolved*, That this Convention looks with deep interest to the great air-line connection by Railway between St. Louis and New Orleans, via the Iron Mountain Railroad and Memphis, believing, as we do, that it is the true and proper connection for the cities of New Orleans, Memphis and St. Louis, and the Mississippi Valley generally, and that we feel the liveliest interest in the success of said enterprise, and trust it may be accomplished at an early day, believing, that great and lasting benefits will arise therefrom.

Dr. A. A. BURLESON offered the following Resolution :

*Resolved*, That the whole system of free travel, commonly called "Dead Heads" is unequal, unjust and radically wrong, and that in the opinion of this Convention, it ought not to be practiced.

Which Resolution, after full explanation by the proper officers of the Company, and a general expression of opinion by the Convention—that the Directors were competent to manage such matters—was by leave withdrawn.

Col. JNO. T. ABERNETHY offered the following Resolutions:

*Resolved*, That a Committee of three Stockholders be appointed, whose duty it shall be to examine the Books and accounts of the Company at the Memphis and Huntsville Offices, and also the general management of the affairs of the Company, and report in writing to the next annual meeting.

*Resolved*, That said Committee shall, when in the discharge of their duties, have the privilege of the Road, and that each member of the Committee shall receive from the Company a compensation of \_\_\_\_\_ Dollars for each day's service while engaged.

*Resolved*, That the Committee be selected by the Stockholders.

After full discussion the Convention expressed itself fully satisfied with the condition of the Road, and full confidence in the ability of the Officers and Directors to examine into and

protect the interest of the Stockholders in every particular. The resolutions were then on motion laid on the table.

J. WITHERS CLAY offered the following resolution which was adopted :

*Resolved*, That the cordial thanks of this Convention are hereby returned to the President, Directors and other Officers of the Road, for the ability and fidelity with which they have transacted the affairs of the Company.

COL. G. P. BIERNE, offered the following resolution :

*Resolved*, That the thanks of this Convention be returned to the Hon. Jno. S. Kennedy, for the able and impartial manner in which he has presided over their deliberations, and to the Secretaries for the faithful manner in which they have performed their duties.

This resolution was passed unanimously, and responded to by Mr. Kennedy in a few appropriate and forcible remarks after which the Convention adjourned *sine die*.

SAM'L CRUSE,  
W. B. WALDRAN,  
*Secretaries.*



REPORT  
OF THE  
DIRECTORS TO THE STOCKHOLDERS  
IN THE  
MEMPHIS AND CHARLESTON RAILROAD CO.

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OFFICE MEMPHIS AND CHARLESTON R. R. Co., }  
Memphis, July 1, 1859. }

The Board of Directors herewith submit their Ninth Annual Report to the Stockholders in the Memphis and Charleston Railroad Company, in obedience to your Charter and By-Laws. At the date of your last Annual Meeting, you were informed that Col. F. C. ARMS, the General Superintendent and Chief Engineer of your Road, had resigned his position. Since his resignation the Road has been operated without any General Superintendent; the Division Superintendents having full charge of their respective Divisions—W. J. Ross, Esq., having charge of the Eastern Division, from Stevenson to Burns, including the Florence Branch, and Col. B. AYRES having charge of the Western Division, from Burns to Memphis, including the Smerville Branch.

Owing to the large amount of new work on hand, including the construction of the Florence branch, the Board of Directors found it necessary to employ an experienced Engineer to

take charge of the Road way as well as all new work in construction ; to this responsible position Mr. M. B. PRICH, formerly of the East Tennessee and Georgia Railroad, elected, and entered upon the duties of his office in May last. To the reports of these gentlemen the Board would respectfully refer you, for the *details* of the operations of the Road in their several departments. From these Reports, together with the general balance sheet from the Treasurer's book will be seen that the receipts and expenditures in the operating department have been as follows :

Receipts from Passengers.....		\$751,92
“ Freight.....		509,99
“ Mails.....		55,17
“ Express.....		10,97
“ Rents and privileges.....		2,74
		<hr/>
		\$1,330,81
Less Road Expenses—Eastern Division.....	\$245,193 53	
“ “ Western Division.....	307,582 87	552,77
		<hr/>
Nett Receipts of Road for fiscal year ending June 30, 1859.....		\$778,03

This sum is equal to over  $12\frac{1}{2}$  per cent. upon the entire cost of Road and Equipment, and everything incident thereon as shown in another portion of this Report, amounting to \$6,188,033 49. The operating expenses for the year, \$552,776 40 is a fraction under 42 per cent. of the gross receipts.

This is much below the average per cent. of expenses of operating Railroads in the United States, and it might be inferred that this low per cent. of expenses had been attained at the expense of the Road bed and Machinery, but this inference would be wholly at variance with the facts, as no pains or expense has been spared to keep both Road bed and Machinery in perfect order, and the Board flatter themselves that an examination of each will satisfy every Stockholder that they will compare favorably with the best managed Railroads in the United States.

It will be recollected that the estimate of the Board in the Seventh Annual Report, for the year just closed, was, for gross receipts, \$1,200,000, expenses, \$540,000, nett earnings, \$660,000.

it will be seen that the gross receipts have exceeded their estimate \$130,812 40, and the nett earnings \$118,036 00. This has been caused, in a great measure, by a very large Cotton crop, and an extraordinary prosperity in our commercial and monetary affairs generally.

The nett earnings of the Road for the past year, of.....\$778,036 00  
 Must be deducted the following items :  
 Interest paid on Company bonds.....\$107,704 35  
 Interest on State of Tennessee bonds..... 66,000 00  
 Interest and Exchange on Floating Debt..... 22,133 75 195,838 10  
 Leaving nett profits of.....\$582,197 90

For paying interest and exchange on funded and floating debt, or 26 per cent. upon the original capital paid in by the Stockholders, of \$2,237,665 00, as shown by the Treasurer's balance sheet.

This makes the nett earnings of the Road from the commencement of operations to 30th June, 1859, after charging all interest and exchange on borrowed capital, as follows:

Profit and Loss, 30th June, 1858,.....	\$664,645 40
Profits, 30th June, 1858 to 30th June, 1859, .....	778,036 00
Capitalized Stock to 30th June, 1859,.....	17,768 06
	<hr/>
	\$1,460,449 46
Interest on Company bonds for the past year,.....	\$107,704 35
“ “ State of Tennessee bonds, for past year	66,000 00
“ “ Floating debt, for past year,.....	22,133 75
	<hr/>
Netting,.....	\$1,264,611 36

which will stand to the credit of profit and loss, equal to 26 per cent. on original capital stock paid in by the Stockholders, after 30th June, 1859. This sum has been used in constructing and equipping the Road, and is really a part of your capital, and the original Stockholders are entitled to a stock dividend to that extent, when the floating debt is paid.

#### FINANCIAL CONDITION.

The financial condition of the Company is shown from the Treasurer's condensed balance sheet, giving the entire liabilities and assets of the Company on the 30th June, 1859, to which you are referred for information in detail in that document. From this statement it is shown that the receipts and disbursements of the Treasurer's Department from com-

mencement of operations to the 30th of June 1859, have been as follows:

Receipts from Capital Stock,.....	\$2,237.66
“ Forfeited Stock.....	17.76
“ State of Tennessee.....	1,100.00
“ Company Bonds.....	1,600.00
“ Bills Payable.....	345.73
“ Individuals.....	77.88
“ Connecting Roads.....	20.00
“ Profit and Loss to June 30, 1858.....	664.64
“ Suspended Tickets.....	47
“ Nett Receipts for past fiscal year.....	778.03
	<hr/>
	\$6,842.20
Disbursements:	
Paid for Road Construction, proper.....	5,126.95
“ “ Equipment,.....	743.72
“ “ Incidental to construction.....	317.34
“ “ Interest on funded and Floating debt for the past year.....	195.82
“ “ Stock in Miss. Central R. R. Materials for Road and other property.....	248.82
Cash and available assets on hand.....	209.50
	<hr/>
	\$6,842.20

Receipts and Disbursements of the Treasury for the fiscal year ending June 30, 1859.

Receipts:		
Cash on hand 30th June, 1858.....	\$9.06	
Received from proceeds Co. Bonds sold.....	98.00	
“ “ Connecting Roads.....	7.92	
“ “ Suspended Ticket Account.....	47	
Nett Receipts of Road for the past year.....	778.03	
Cr. State of Tenn. and ch'd Sinking Fund.....	8.00	
Loss of Negro on Eastern Division, ch'd to R'd Ex.....	1.00	
Decrease of Iron, ch'd to Florence Branch.....	21,173 23	
Less Duty paid to U. S. on Iron.....	9,608 28	11.50
	<hr/>	
Rent of R. R. Hotel, previous to June 30, 1858.....	38	
Through Ticket Agency paid.....	50	
	<hr/>	
	\$915.00	
Disbursements:		

Construction accounts as per tabular statement.....	\$174.95
Paid on Bills payable.....	319.94
“ “ Individual dues.....	80.13
Increase of bills receivable.....	12.90
Due from Post Office Department.....	27.59
Increase of Agents Dues.....	8.08
Materials for Road.....	7.29
Sinking Fund.....	16.46
Telegraph.....	2.60
Florence Branch.....	32.67
Tennessee and Alabama Central R. R.....	19.38
Interest on Funded and Floating Debt.....	195.83
Decrease of Capital and forfeited Stock.....	2.68
Cash on hand, June 30, 1859.....	14.44
	<hr/>
	\$915.01

NOTE.—The increase in Bills Receivable accrues by the closing up of accounts, more standing to credit of individuals. The Treasurer credits them as paid, charging himself with them, hence he is entitled to a credit for his overplus of Bills Receivable. The decrease in Capital Stock was by charging off to forfeited stock some notes that had been taken for Stock and originally credited as Stock, no certificate issued. The notes not being paid the Stock was forfeited and was cancelled.

Liabilities of the Company are as follows :

#### FUNDED DEBT.

Due to the State of Tennessee maturing, Jan. 1, 1892.....	\$1,100,000
Company Bonds due in 1880.....	1,600,000
	<hr/>
	2,700,000
Less Sinking Fund paid to State of Tennessee.....	16,463 75
	<hr/>
	\$2,683,536 25

#### FLOATING DEBT.

Bills payable.....	\$345,730 64
Due to individuals.....	77,881 47
Due to Connecting Roads.....	20,003 50
	<hr/>
	\$443,616 01
Less cash and cash assets on hand.....	\$200,505 79
Less discount on \$41,000 city bonds 20 per cent.....	8,200 00
	<hr/>
	\$201,305 79
Balance due on Floating Debt over assets.....	\$242,310 22

Estimated prospective liability for the coming year:

Interest on funded and Floating Debt.....	\$195,000 00
Seven new Locomotives under contract.....	63,000 00
Four Passenger Cars received but not paid for.....	9,600 00
Five Box Freight Cars.....	33,750 00
Two Second Class Baggage Cars.....	4,500 00
Engineers estimate for permanent new work, Masonry, Bridges, &c., to take place of, and fill up Trestlework, New Buildings, &c.....	70,000 00
Outstanding Fund to State of Tennessee.....	14,000 00
	<hr/>
	\$389,850 00
Added to this sum Floating Debt, after deducting available assets.....	242,310 22
	<hr/>
Total.....	\$632,160 22

The above estimate shows that the sum of \$632,160 22 will have to be provided to meet the present Floating Debt and the prospective wants of the Company for the coming fiscal year. To meet this liability we have to rely upon the receipts of the road after paying expenses. The Board, however, feel assured that you may rely upon the nett receipts of the coming year being equal at least to those of the past year, say \$778,036 00.



Deducting the foregoing liabilities and wants of the Company from this sum would leave you \$145,875 78, surplus on the 30th June, 1860. Should the policy of declaring a stock dividend for the surplus earnings of the Road be adopted your present Capital stock would be increased by such dividend, (say of 60 per cent.) \$1,342,599 00 and swell your capital stock \$3,580,264 00. The surplus earnings above shown, after paying Floating debt and increased new work and equipment amply sufficient to pay a semi-annual cash dividend of 4 per cent. on 30th June, 1860, upon original as well as increased stock. The Board do not anticipate that there will be any necessity to make negotiations to meet the foregoing liabilities as it is believed that the receipts of the Road will be ample to pay all expenses, and meet the liabilities as they mature.

By reference to tabular statement comparing the business of the past with the previous year, it will be found that the aggregate increase of the past year is \$366,401 75, or 38 per cent.

The increase in the Passenger department is \$159,419 50 or 27 per cent. In Freight Department, \$172,795 97, or 33 per cent. Mail, Express, and other sources, \$34,185 77, or 9 per cent. The increase in the number of bales of Cotton transported over the entire Road is 72,204 bales, or 59 per cent.

This increase has exceeded the most sanguine expectations and they cannot encourage the Stockholders to hope that this increase will continue for the coming year. But they see no reason why the past year's receipts, with an average crop, may not be fully maintained or slightly exceeded. But they cannot hope that the low average of expenses can be maintained owing to the large number of cross ties and other wood structures that will have to be renewed within the coming year. Although they expect some increase in the gross receipts, they cannot encourage the hope that the nett receipts will exceed those of the past year.

The year just closed has been one of unusual prosperity with all Southern Railroads, and, in fact, in almost every department of business, and but for the fact that your Road

new, and its resources as yet undeveloped, it would be hardly  
 to calculate or rely upon the average receipts in future  
 equaling the past year. But the Board think it not unsafe to  
 calculate that the natural increase in future will fully make up  
 any deficit in crops or changes in the monetary and commercial  
 affairs of the country.

Assuming that the calculations here made are reliable, and  
 that your stock will be increased as proposed, and your float-  
 ing debt extinguished at the end of the present fiscal year, and  
 your present nett receipts maintained, making no calculation  
 of increase in the future, your position would be this:

Receipts.....	\$778,036 00
From which deduct	
Interest on Funded Debt of \$2,700,000.....	\$178,000 00
Sinking Fund on same, 2 per cent.....	54,000 00
Dividend 8 per cent. on original and increased	
Stock of \$3,580,264 00.....	286,421 00 518,421 00
Leaving a surplus annually of.....	\$259,615 00

After paying interest and sinking fund on all funded debt,  
 and an eight per cent. cash dividend to Stockholders on their  
 stock, after a stock dividend of 60 per cent. has been declared,  
 the Board are of opinion that this large surplus will be amply  
 sufficient to cover all extraordinary casualties, to purchase any  
 new machinery which may be necessary, renewal of iron and  
 other materials subject to deterioration. They are of opinion  
 that there is no economy in permitting the Road bed or rolling  
 stock to get out of order or go into dilapidation or decay.  
 Hence an ample surplus should be provided annually to meet  
 all contingencies that may arise.

The policy adopted has been to keep the Road bed up to its  
 original value, and in perfect and safe order, without  
 regard to cost, and to keep every engine and car purchased in  
 good running order, as long as safe to be used, and then to be  
 thoroughly rebuilt or new ones purchased, and charged to Road  
 expenses, keeping the equipment fully up to original purchase  
 amount and value.

The business of the past year has been done over your Road  
 on some respects under very unfavorable circumstances; the

heavy increase of business with an insufficiency of motive power and cars to meet this unexpected demand, made necessary that a large portion of the repairs should be done at night, at an extra heavy expense, so that every locomotive and car might be kept in active service during the day if possible. In order to avoid this difficulty hereafter, and to enable the Company to meet any demand made upon it for transportation, the Board of Directors have ordered and contracts are made for eleven new locomotives and fifty box freight cars; four of the locomotives have arrived and are now in use, together with one that was reported under contract at your last meeting. The remainder, together with the cars, will be delivered in the month of September, in time for the fall business.

Since your last annual meeting ten new first class Passenger Cars, five second class, and six second class Baggage Cars have been purchased, and four first class Baggage Cars have been built in the Company's shops, which have, and will be charged to equipment, thereby increasing the equipment to that extent. This increase became necessary in order to enable the Company to put on double daily passenger trains over the entire Road, which was done on the 1st day of July, 1859. Whether this increase of the passenger service will increase your net revenue can only be determined by experience. Should it prove unprofitable, after a fair trial, it will be discontinued. By reference to the following table and also to the report of M. PRICHARD, Esq., Chief Engineer, you will find in detail the expenditures that have been made for new work, and charged to the construction and equipment for the year, showing the aggregate cost of road and equipment on the 1st July, 1859, the amount expended during the year and the present total cost.



# CONSTRUCTION EXPENDITURES.

	To July 1, '58.		From July 1858 To July '59.		Total cost of Rd to July 1, 1859.	
	\$		\$		\$	
For Ballasting.....	6,232 51		22,474 57		6,232 51	
" Bridges and Trestles.....	347,642 06		63 50		370,116 63	
" Cross Ties, Less charged to Road Expenses last year.....	200,890 36		12,138 32		200,953 86	
" Depot Buildings, Cotton Platforms, and Road Crossings \$208,890 36—\$8,000 00.....	175,272 56		648 24		187,410 88	
" Division and Tool Houses.....	23,398 25		2,477 49		24,046 49	
" Engineering and Contingencies.....	142,571 57		1,66 45		145,049 06	
" Fencing.....	1,767 89		8,803 00		1,934 34	
" Freight Cars.....	311,020 35		13,161 86		319,823 35	
" Grading, Masonry, Clearing and Grubbing.....	1,766,720 37		47,527 33		1,779,882 23	
" Iron Spikes, Castings, &c., less charged to Florence Branch \$1,923,059 74—\$11,564 95...	1,911,494 79		8,085 60		1,911,494 79	
" Locomotives.....	265,533 15		3,580 48		313,060 48	
" Machine Shops and Engine Houses.....	95,957 54		27,683 66		104,043 14	
" Machinery for Shops.....	40,058 82		1,539 11		43,639 30	
" Passenger and Baggage Cars.....	64,421 84		255 45		92,105 50	
" Right of Way.....	21,333 33		70 00		22,872 44	
" Road Cars.....	18,740 07		48,292 96		18,740 07	
" Real Estate.....	48,292 96		365 00		48,548 41	
" Track laying.....	234,896 18		591 43		234,966 18	
" Water Stations.....	45,398 97		8,438 61		45,763 97	
" Attorney's Fees and Court Costs.....	57,005 75		650 00		57,005 75	
" Salaries.....	24,071 82		446 86		24,721 82	
" Contingent Expenses.....	24,206 95		24,227 50		24,653 81	
" Commissions.....	175,468 76		2,242 18		199,696 26	
" Discount on Company Bonds.....	2,242 18				2,242 18	
" Stationery and Printing.....						
	\$ 6,013,077 64		\$ 174,955 85		\$ 6,188,033 49	

It will be seen that the expenditures charged to construction and equipment for the year, is \$174,955 85 which swells the present cost of road, equipment and everything incident thereto, to \$6,188,033 49.

The sum of \$22,474 57 charged to Bridges and Trestles for superstruction for Hurricane Creek bridge of three spans 90 feet each, one span of 80 feet at Grissom's Creek, Tin Roofing, Weatherboarding and Painting Cane, Big Bear, Cypress, Tusculumbia, Paint Rock, Flint and Hatchie River Bridges.

The charge to Depot Buildings of \$12,138 32 is for new offices at Memphis, new Cotton platform, platform at Chattanooga shed and Ticket office at Huntsville.

Division Houses, \$648 24 is for Chimneys, Wells, Brick Cisterns, Jonesboro Shed, &c.

Engineering and Contingencies, \$2,477 49 is for Engineer salary, engaged upon new work.

"Fencing" Huntsville Shop \$166 45. Freight Cars, \$8,800 is for twelve new box Freight Cars, purchased of Georgia Penitentiary, and for tin roof on Hight Cars, which were not put on by builder but deducted from price.

The amount of \$13,161 86 charged to Grading and Masonry is for stone stock pits, estimate for Masonry at Town Creek, Masonry at Spring Creek, near Saulsbury, Masonry at Grissom's Creek, at Hurricane Creek, and estimate on Grading and Masonry for Wolf River new line.

Locomotives is charged with \$47,527 33 for five new Locomotives, and expenses on same.

Machine Shops and Engine Houses is charged with \$8,085 60 is for New Foundry and Guttering Engine House at Memphis. Estimate for new Car Shop at Huntsville, flue, tin work, &c. to Huntsville Machine shop.

Machinery for Shops, \$3,580 48 is for Engine, Lathe, Wood Planer, Scroll Saw &c., for Huntsville Shops, Woodworth Planer, Small Tools for Shop and Foundry at Memphis.

Passenger and Baggage Cars \$27,683 66 is for six new 1st class Passenger Cars, five 2nd Class, four baggage Cars.

Real Estate, is credited by \$10,152 05, by sale of lots and

tsville, and is charged with \$10,407 50 for additional De-  
 c grounds at Memphis. Discount on Company Bonds, \$24,-  
 2 50 is for the discount on the remainder of Company Bonds  
 sold at last report.

The small items charged to Right of Way, Tracklaying,  
 attorneys' Fees and Court costs, contingent expenses and com-  
 missions, were items arising from construction of the Road, and  
 are in litigation at last report, but have since been settled.

By reference to the Engineer's and Superintendent's Reports  
 will be found that the Company own the following property  
 represent their outlay of \$6,188,033 49 as shown on tabular  
 statement No. 1, to-wit:

287 Miles 1st Class Road.	
20 " Sidings.	
33 Depot Buildings,	
2 Machine Shops and Machinery.	
5 Engine Houses.	
30 Water Stations.	
33 Division Houses.	
4½ Sections Woodland, besides the Real Estate, at all the Depots.	
36 Locomotives in good order.	
27 1st Class Passenger Cars.	
10 2d " " "	
15 Baggage Cars.	
232 Box Freight Cars.	
197 Platform Freight Cars.	
25 Stock Freight Cars.	
41 Gravel Cars.	
67 Road and Hand Cars.	

It may not be uninteresting to the Stockholders to know  
 the sources from whence their revenue is derived, that they  
 may estimate the chances of retaining or increasing it. The  
 last year's business has been derived from the following sources:

ough Travel East to New York, Baltimore and Philadelphia.....	\$ 21,484 54
ough Travel West from same points.....	14,367 55
	<hr/>
	\$ 35,852 09
ough Travel East to other points.....	147,338 10
ough Travel West from other points.....	164,900 00
al Travel East.....	204,700 82
al Travel West.....	199,132 00
	<hr/>
	\$751,923 01
ough Freight East.....	44,019 19
ough Freight West.....	57,714 28
al Freight East.....	202,183 61
al Freight West.....	206,074 58
ils and other sources.....	68,897 73
	<hr/>
	\$1,330,812 40

Thus it will be seen that your revenue from local business alone, which can never be interfered with, but must be greatly increased by the development of the country through which your Road passes, has been :

From Local Freight.....	\$408,258
From Local Passengers.....	403,832
From Mail and other sources.....	68,897
	<hr/>
	\$880,987

The total through business has been :

From Passengers.....	\$348,090
From Freight.....	101,733
	<hr/>
	\$449,823

By examination of Table No. 7, of through passengers will be seen that \$35,852 09 of this revenue is derived from passengers between New York, Baltimore, Philadelphia, and Memphis, Junction and New Orleans, for which we have competition by the Northern or Cairo Route, which will continue only until the Orange and Alexandria Railroad is completed, when, by the great reduction in time and distance can no longer be regarded as serious competition. This Road will be completed by January next.

From a further examination of the same table, you will find that the revenue derived from passengers between New Orleans and Washington City, Alexandria, Richmond, Petersburg, Lynchburg, Virginia Springs, Nashville, and other points North and East was only \$16,377 98. The remainder of the through travel, amounting to \$295,860 12, it will be seen, was from Memphis, Junction and Huntsville, to points in Virginia North and South Carolina, Georgia, Middle and East Tennessee, for which we have no competition—except for the Nashville travel, \$82,373 41, which we will finally lose by the completion of the Memphis and Ohio Railroad to Clarksville, and thence to Nashville, but long before we lose this travel we will gain double the amount in freights and travel by the completion of the Tennessee and Alabama Central Railroad from Decatur, Alabama, north direct to Nashville, through the rich and populous counties of Limestone, Giles, Mauray, W



son and Davidson; this Road will be completed by next  
ing—and from the directness of the line the probabilities  
it will be many years before you will have, if ever.

The through Freight business is but in its infancy, and cer-  
ily we can never have stronger competition for it than we  
by the Western lines last season, as they carried it for  
h less than we did, and far below what it actually cost them  
perform the service. Consequently, with our present  
tly improved facilities in point of speed and reduced rates,  
ween Charleston and Savannah and the line of your Road,  
gether with the prospect of having arrangements perfected  
the Virginia line at an early day for through freight con-  
ions by all rail to all the Northern Atlantic and intermediate  
s, it is confidently expected that this branch of your ser-  
e must be greatly increased.

#### FLORENCE BRANCH.

This branch has been steadily progressing for the past year,  
ing to some important changes made in the plan of con-  
ecting the bridge, early in the past year, by the advice of emi-  
ent and practical engineers, the work has been materially  
eased on the north side of the river, thereby increasing its  
and delaying the completion of the work, but the track  
ow laid to the river, the superstructure of the bridge all  
the grading on the north side of the river nearly comple-  
and the whole in such a state of forwardness as to guar-  
e its completion in the month of September. When com-  
ed, by the terms of your agreement with the Stockholders  
aid branch, your Company will have to issue stock to the  
ies subscribing and paying for the building of said branch,  
as the terms of that agreement were to issue stock of a  
erent character or value from the original stock, it will  
ome necessary upon its completion to declare a stock divi-  
d to the old Stockholders, of the surplus earnings of the  
ed, in order that the stock certificates may all be equalized,  
ch the Board will in due time attend to, in accordance  
n the agreement entered into with the Stockholders of the  
ence branch and the old Stockholders.

## MAIL SERVICE.

You were informed at your last meeting that the Board Directors had contracted with the Post Office Department to carry the United States Mails over your Road, single daily from 1st July, 1858, to 1st July, 1859, and double daily from 1st July, 1859, to 1st July, 1862, the latter service to be performed in connection with other Roads within three days from New Orleans to Washington City. The Department advised that this time was not expected nor could it be until the completion of the Mississippi Central and the Orange and Alexandria Railroads, both of which were expected to be completed by the time of the commencement of the double daily service. These Roads have been delayed in their construction, and will not be completed before the first of January next, and the joint Companies could not have performed the service in the time, but before the time arrived for the commencement of this service, your Board was advised by the Department that they had determined to dispense with the service and thereby annul the contract, notwithstanding the heavy expenditures your Company have made with the view of carrying out this contract faithfully. We see that the Department has lately advertised to let a through mail contract from Portland, Maine, to New Orleans, La., to be bid for as a single contract, performance of each trip to be guaranteed from the extreme to the other or a forfeiture of the entire pay. Your Board thought this an impracticable scheme. Regarding this matter they addressed a letter to the Department asking whether this new contract proposed was in any wise to alter our present contract for a single daily through mail, and were astonished at their reply that if we were not the accepted tender for this new service that the single daily *through* mail would be taken off our line, and that a new arrangement would have to be made with us for the local mail, notwithstanding the existence of a positive contract for the present mail. The impression generally prevails that this new contract is to be awarded to the route via Wilmington, Charleston, Fernand

Cedar Keys, Florida, to New Orleans, embracing water and rail transportation, both upon the Atlantic and Gulf coasts, and occupying a fraction over four days of time, and requiring for the greater part of the distance through a sparsely populated country or by sea, thereby giving mail facilities to a few persons along the line, while by the present route the present time is four days, eight hours between New York and New Orleans, with a positive certainty that within six months it will be reduced to less than three days and ten hours; time which will defy all competition, and by a mode of conveyance more certain than any other, and subject to fewer casualties (to-wit all rail) passing, as it does, through the most central and densely populated portions of the Southern States, thereby accommodating upon the line an immense population both through as well as the local mail from the great commercial centres of the country. Yet this mail, important as it is, is thought will be sent around by the coast of Florida, thus depriving our people of the great benefits they are now deriving therefrom.

If the people will submit to this then you will have to arrange your trains to accommodate your local business better, and try and make up from that what you lose by the mail service, and let the people and the Government settle the question as to whether they will have proper mail facilities or not.

In conformity with the instruction given at your last meeting the Board advertised the Company's lots at Huntsville, and had a public sale on the 28th of January last, and sold to the extent of \$10,152 05, and postponed further sales, believing it to be the Company's interest not to sell the remainder of the improvement of those sold, which is being done rapidly, as it is believed that these improvements will greatly enhance the value of the remainder.

For further details of the operations of the Road for the past year, you are referred to the Reports of W. J. Ross, Superintendent of the Eastern, and B. AYRES, Superintendent of the Western Division; M. B. PRICHARD, Chief Engineer, and Treas-

surer's condensed balance sheet, from the books of the Company. They are believed to contain all the information necessary, to a proper understanding of their several departments.

The Board take pleasure in bearing testimony to the fidelity, industry, and capacity of their principal and subordinate officers, and of their employees generally, believing that much of the success of the Company is due to their zeal, and the faithfulness with which they have served you.

Respectfully submitted,

SAM TATE,

President



## SUPPLEMENT TO THE NINTH ANNUAL REPORT.

## DECATUR BRIDGE.

The Board regrets to have to announce to the Stockholders that on the 17th of July, and since the close of the last fiscal year, the bridge on your Road over the Tennessee River at Decatur, was carried away by a tornado. Eight spans, of 160 feet each was torn from the piers and carried about 200 feet down the river. The masonry is not injured. Nearly all of the Iron, materials, and perhaps half the timbers will be saved and used in that, or other bridges. These eight spans of bridging originally cost about \$38,400.

Steps were taken at once to reconstruct the bridge, and in order to facilitate the business of the Road and save time, a temporary or Trestle bridge was erected, that is of ample capacity to pass the Trains and serve as staging upon which to erect the new bridge. The track will be completed and Trains passed as usual, in a few days. The timbers for the permanent structure are now being delivered, and the permanent bridge will be completed by fall. Great credit is due to Capt. Fass, the Superintendent of the Eastern Division, for the energy displayed in procuring the means and passing the trains over the break, having lost but one Eastern connection and but three Western, by the accident. The business of the Road has gone on without interruption, and with little extra expense. The cost of reconstruction cannot be accurately ascertained, as it will have to be done in great haste without regard to cost. To the energy and capacity of Mr. M. B. PRICHARD, Chief Engineer, and to MESSRS. MAXWELL and BEAUMONT, bridge builders, you are indebted for the small losses you will sustain by this accident. The short time you will have to transfer freight and passengers, from such a serious accident, is unprecedented in Railroad operations, and will save you thousands of dollars.

SAM. TATE,

President.

(EXHIBIT NO. 1.)

## BALANCE SHEET

*Memphis and Charleston Railroad Company, Eastern Division, June 30, 1859*

## CONSTRUCTION PROPER.

Real Estate.....	\$	5,039	60	
Engineering.....		70,951	53	
Right of Way.....		7,026	99	
Grading and Masonry.....		952,446	31	
Cross Ties.....		107,517	97	
Bridge and Trestles.....		250,015	09	
Iron Account.....		1,002,855	59	
Water Station.....		25,239	70	
Track Laying.....		122,061	54	
Depot Buildings.....		67,131	47	
Division Houses.....		16,471	16	
Machine Shops.....		41,897	55	
Machinery for Shops.....		14,986	95	
Fencing.....		1,875	94	
Ballasting.....		6,232	51	2,691,749

## EQUIPMENT

Locomotives.....		186,253	73	
Freight Cars.....		187,783	79	
Passenger and Baggage Cars.....		15,367	15	
Road Cars.....		13,240	07	402,644

## INCIDENTAL TO CONSTRUCTION.

Commission.....		12,396	21	
Attorneys' Fees and Costs.....		1,218	22	
Contingent Expenses.....		10,251	98	
Salary.....		26,691	59	
Discount on Company Bonds.....		182,017	50	233,575

## STOCK, PROPERTY, &amp;C.

Materials for Road.....		33,140	57	
Telegraph.....		2,609	92	
Railroad Hotel.....		5,788	88	
Tenn. and Ala. Central Railroad.....		19,384	54	
Florence Branch.....		36,647	75	
Personal Estate .....		6,687	11	104,258

## ASSETS.

Bills Receivable.....		8,994	60	
Individual Dues.....		5,085	85	
Cash on hand.....		347	80	14,428

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\$3,446,657

Capital Stock.....	\$1,268,350	00	
Forfeited Stock .....	8,462	10	1,276,812
Company Bonds.....	1,385,000	00	1,385,000
Bills Payable.....	283,290	09	
Individuals.....	39,051	68	322,341
Memphis Office .....	462,503	29	462,503
			<hr/> \$3,446,657

Huntsville, July, 1859.

SAM'L. CRUSE, Treasurer.

(EXHIBIT NO. 2.)

## BALANCE SHEET.

*Memphis & Charleston Rail Road Co., Western Division. June 30, 1859.*

## CONSTRUCTION PROPER:

Real Estate.....	\$ 43,508	81	
Engineering.....	74,097	53	
Right of Way.....	15,845	45	
Grading and Masonry.....	827,435	92	
Cross Ties.....	93,435	89	
Bridges and Trestles.....	120,101	54	
Iron account.....	908,639	20	
Water Stations.....	20,524	27	
Track Laying.....	112,904	64	
Depot Buildings.....	120,279	41	
Division Houses.....	7,575	23	
Machine Shops.....	62,145	59	
Machinery for Shops.....	28,652	35	
Fencing.....	58	40	\$2,435,204 33

## INVESTMENT:

Locomotives.....	126,806	75	
Freight Cars.....	132,039	56	
Passenger and Baggage Cars.....	76,738	35	
Road Cars.....	5,500	00	341,084 66

## EXPENSES ACCRUED TO CONSTRUCTION:

Commission.....	\$12,257	60	
Attorney's Fees and Costs.....	6,811	82	
Contingent Expenses.....	14,469	84	
Salaries.....	30,314	16	
Stationery and Printing.....	2,242	18	
Discount on Company Bonds.....	17,678	76	83,774 36

## INTEREST ON FUNDED AND FLOATING DEBT:

Interest on Company Bonds.....	107,704	35	
Interest on State of Tennessee Bonds.....	66,000	00	
Interest and Exchange on Floating Debt...	22,133	75	195,838 10

## OTHER PROPERTY ACCOUNT, &amp;c:

Materials for Road.....	29,190	26	
Stock Account.....	98,916	10	
Huntsville Office.....	462,503	29	
Sinking Fund.....	16,463	75	607,073 40

## ASSETS:

Bills Receivable.....	105,732	42	
Individual Dues.....	2,188	79	
Due by Agents.....	20,951	92	
Connecting Roads.....	24,511	23	
Post Office Department.....	27,597	50	
Cash on hand.....	14,095	68	195,077 54

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\$3,858,052 39

(EXHIBIT NO. 2.—Continued.)

## BALANCE SHEET

*Balance Sheet Memphis & Charleston Rail Road Co., Western Division. June 80,*

Capital Stock.....	969,315 00	
Forfeited Stock.....	9,305 96	978,620
State of Tennessee.....	1,100,000 00	
Company Bonds.....	215,000 00	1,315,000
Bills payable.....	62,440 55	
Individuals.....	38,829 79	
Connecting Roads.....	20,003 90	121,274
Profit and Loss.....	664,645 40	
Suspended Tickets.....	475 79	665,121

## RECEIPTS :

Passage .....	751,923 01	
Freight.....	509,991 66	
Mails.....	55,175 00	
Express.....	10,974 40	
Rents .....	2,228 33	
Privileges.....	520 00	
	<u>1,330,812 40</u>	
Less Road Expenses.....	552,776 40	\$ 778,036
		<u>\$3,858,052</u>

W. B. WALDRAN, Treasurer

Memphis, July, 1859.

(EXHIBIT NO. 3.)

## BALANCE SHEET

*Memphis and Charleston Railroad Company, June 30, 1859*

## CONSTRUCTION PROPER.

Real Estate.....	\$	48,548	41	
Engineering .....		145,049	06	
Right of Way.....		22,872	44	
Grading and Masonry.....		1,779,882	23	
Cross Ties.....		200,953	86	
Bridges and Trestles.....		370,116	63	
Iron Account .....		1,911,494	79	
Water Stations.....		45,763	97	
Track laying.....		234,966	18	
Depot Buildings.....		187,410	88	
Division Houses.....		24,046	49	
Machine Shops.....		104,043	14	
Machinery for Shops.....		43,639	30	
Fencing.....		1,934	34	
Ballasting.....		6,232	51	5,126,954 23

## EQUIPMENT.

Locomotives.....		313,060	48	
Freight Cars.....		319,823	35	
Passenger and Baggage Cars.....		92,105	50	
Road Cars.....		18,740	07	743,729 40

## EXPENSES INCIDENTAL TO CONSTRUCTION.

Commissions.....		24,653	81	
Attorneys' Fees and Costs.....		9,030	04	
Expenses.....		24,721	82	
Salary.....		57,005	75	
Stationery and Printing.....		2,242	18	
Discount on Company Bonds.....		199,696	26	317,349 86

Total Cost of Road and Equipment.....\$6,188,033 49

Interest on Company Bonds.....	\$	107,704	35	
Interest on State of Tennessee Bonds ..		66,000	00	
Interest and Exchange on floating debt..		22,133	75	195,838 10
Material for Road.....		62,330	83	
Stock Account.....		98,916	10	
Sinking Fund.....		16,463	75	
Telegraph.....		2,609	92	
Railroad Hotel.....		5,788	88	
Tenn. and Ala. Central Railroad.....		19,384	54	
Florence Branch.....		36,647	75	
Personal Estate.....		6,687	11	248,828 88

## ASSETS.

Bills Receivable .....		114,727	02	
Individual Dues.....		7,274	64	
Due by Agents.....		20,951	92	
Connecting Roads.....		24,511	23	
Post Office Department.....		27,597	50	
Cash on hand.....		14,443	48	209,505 79

\$6,842,206 26

(EXHIBIT NO. 3—Continued.)

## BALANCE SHEET

*Memphis and Charleston Railroad Company, June 30, 1859.*

Capital Stock.....	\$2,237,665 00	
Forfeited Stock .....	17,768 06	\$2,255,431
State of Tennessee.....	1,100,000 00	
Company Bonds.....	1,600,000 00	2,700,000
Bills Payable.....	345,730 64	
Individuals.....	77,881 47	
Connecting Roads.....	20,003 90	443,616
Profit and Loss.....	664,645 40	
Suspended Tickets.....	475 79	\$ 665,121

## RECEIPTS.

Passage .....	751,923 01	
Freight.....	509,991 66	
Mails.....	55,175 00	
Express.....	10,724 40	
Rents.....	2,228 33	
Privileges.....	520 00	
	<hr/>	
	1,330,812 40	
Less Road Expenses.....	552,776 40	778,036

\$6,842,206

W. B. WALDRAN,	} Treasur
SAM. CRUSE,	

Memphis, July, 1859.



# CHIEF ENGINEER'S REPORT.

AM'L TATE, ESQ., *President of the Memphis & Charleston  
Rail Road Company :*

Tr: The accounts for construction and Maintenance of  
y, of your Road, (not including items of equipment or finan-  
charges,) for the year ending 1st July, 1859 are as follows :

## CONSTRUCTION :

Account of expenditures for year ending 1st July, 1859.

Permanent Bridges.....	\$22,474 57
o Ties.....	63 50
Buildings, Cotton Platforms and Road crossings .....	12,138 32
on and Tool Houses.....	648 24
Engineering and Contingencies.....	2,477 49
ing.....	166 45
ang and Masonry.....	13,161 86
ine shops and Engine Houses.....	8,085 60
g. of Way.....	1,539 11
Estate.....	255 45
at Laying.....	70 00
at Stations.....	365 00
	<hr/> \$61,445 59

## MAINTENANCE OF WAY.

Account of expenditures for year ending 1st July, 1859 :

	Eastern Division.	Western Division.	Total.
as, Castings, Spikes and Switches.....	\$ 151 81	1,071 93	1,223 74
o Ties.....	11,099 28	5,867 79	16,966 81
entals .....	280 23	1,178 36	1,458 59
o on Track.....	64,246 28	50,995 70	115,241 98
rs of Division Houses.....	567 80	110 87	678 67
es and Trestles.....	16,928 80	12,843 27	29,772 07
sa Repair Cars.....	187 50	1,063 20	1,250 70
o and repair of Cars.....	763 60	610 36	1,373 96
rintendence.....	2,097 47	1,200 00	3,297 47
	<hr/> \$96,322 51	<hr/> \$74,941 48	<hr/> \$171,263 99

The principle adopted in charging work to construction to Maintenance of Way, is as follows: Where the original work was considered of a permanent character, but has been carried away or destroyed by some extraordinary cause, new work to replace the same is chargeable to Maintenance of Way, where the original work was temporary, the permanent work superseding it is chargeable to construction, Real Estate, Right of Way or New Structures required by increase of business are also chargeable to construction.

Estimate of construction account for Road-Way for the year to end 1st July, 1860. Masonry and Bridges for the small water courses between Memphis and LaGrange and between the 89th and 90th mile posts, to-wit:

17 Bridges of 15 feet span,  
 6 " " 30 " "  
 2 " " 70 " "  
 72 Box Culverts of 3 to 4 feet opening.

The quantities of work and cost of these structures will be as follows:

Bridge Masonry 1,200 yards, \$5 00.....	\$ 6,000 00
Box Culvert " 2,800 " 3.00.....	8,400 00
Bridges of 15 feet span, 285 feet, \$1 00.....	285 00
" " 30 " " 180 " 2 50.....	450 00
" " 70 " " 140 " 23 00.....	3,220 00
Total, .....	\$18,355 00
Less amount expended previous to July 1st.....	2,671 11
	\$15,683 89
Grading, Masonry and Bridge on Wolf River, new line.....	\$11,120 00
Less amount expended on same, previous to July 1st.....	3,356 00
	\$ 7,764 00
Grading and Masonry at Spring Creek No. 1, at Saulsbury \$17,000 00	
Less amount expended on same, previous to July 1st.....	4,150 00
	\$12,850 00
Grading and Masonry at Spring Creek No. 2, East of Saulsbury.....	\$ 7,600 00
Less amount expended on same previous to July 1st.....	\$ 450 00
	\$ 7,150 00
Filling of part of Big Hill Trestle.....	3,700 00
Grading, Masonry and Bridge on Town Creek, new line.....	\$15,440 00
Less am't expended on same previous to July 1st.....	4,000 00
	\$11,440 00
Filling of Beaver Dam Trestle.....	3,700 00
Car Shop at Huntsville.....	\$ 7,000 00
Less amount expended on same to July 1st.....	1,666 00
	\$ 5,334 00
Contingencies.....	1,200 00
Total.....	\$70,000 00



The above work is designed to be of the most permanent character, and will replace 9000 feet of temporary Trestle bridges, that were necessarily adopted in the original construction of the Road, on account of the difficulties in procuring lime for masonry, there being no stone suitable upon the line of the Road for a distance of 135 miles Easterly of Memphis. The lime now used is of excellent quality, and is procured from quarries in North Alabama, near the line of Road, and hauled over the Road an average distance of 85 miles. The expense of hauling stone, or other materials is charged to Maintenance of Way, as is also the filling over the Culverts that replace the smaller Trestles.

The Masonry is completed, and the Superstructure will soon be ready for a bridge over Spring Creek, near Tuscumbia, to replace a Culvert of three arches, carried away by a freshet in April, 1858. The cost of this work, \$7,400, is chargeable to Maintenance of Way.

#### FLORENCE BRANCH.

Statements of amounts expended previous to July 1, 1859, and total cost:

	Expended to July 1st.	Remaining to complete	Total Cost.
Grading.....	\$ 16,964 83	\$ 2,500 00	\$ 19,464 83
Masonry .....	36,616 82	325 00	36,941 82
Bridge, Superstructure and Trestles.....	45,523 09	22,736 91	68,260 00
Nails, Chairs and Spikes.....	28,586 30	7,000 00	35,586 30
Iron Ties, Tracklaying and Ditching.....	5,234 65	750 00	4,984 65
Expenses of construction Train.....	1,440 00	260 00	1,700 00
Sheds, Platforms, Turntable, &c.....	689 00	5,811 00	6,500 00
Engineering and Contingencies.....	7,885 70	614 30	8,000 00
Bridge and Piers.....		15,000 00	15,000 00
	\$141,434 39	\$54,997 21	\$196,431 60

The estimated cost of grading and masonry is increased from last year's Report, in consequence of a change in the plan of laying the track upon the Tennessee Bridge, the track runs now upon the top chord, instead of upon a diagonal line from the top to the bottom chord. As originally intended, this change involves heavier masonry and a heavy fill upon the North side of the river. The Track is now laid to the bridge.

The bridge is nearly completed and ready for the traffic. The grading upon the north side of the river is in a forward condition. The Depot buildings are under way, and it is to state that the entire Branch will be completed and in running order by the 15th of September.

The general condition of the Roadway Bridges, Depots and other property of the Company is good, the work now under contract or otherwise provided for will replace all of the temporary structures that will require renewal during the present year. It is designed not to renew any of the Trestles upon the road, but to replace them with permanent structures, stone arches and culverts, wherever practicable, and permanent timber bridges, of timber and iron, supported by stone piers and abutments, at the larger water courses. At many points the grade of the Road has been raised, the original grade having been found too low in times of high water, there are still some points that will have to be raised during the coming year, and will be done by the repair trains and forces. Portions of the Road have been ballasted, and more of the same character of work must be done during the coming year. Nine-tenths of the Road in the permanent character of its structures, and the solidity of its track and Road bed, is equal to any Road in the Southern country, and the system of improvements now going on, will render it in two years, equal to any Road in the United States. Great credit is due to the Road Master, Messrs. D. M'INTOSH and T. JORDAN, upon the Eastern, and Mr. JOHN GRAMPS upon the Western Division, for the faithful performance of their duties, and for the present excellent condition of the track, and I take pleasure in bearing testimony to the efficient manner in which the Section foremen and other employees of the Road in my Department, have tended to their duties.

Respectfully submitted,

M. B. PRICHARD,

Chief Engineer

Memphis, 30th July, 1859.

# SUPERINTENDENTS' REPORT.

TRANSPORTATION DEPARTMENT, M. & C. R. R., }  
 July 1, 1859. }

DATE, *President.*

THE: The undersigned, Superintendents of the Eastern and  
 Western Divisions, respectfully submit the following brief  
 report of matters pertaining to their department of operations  
 for the year just closed, accompanied by the usual statements.  
 Of the first importance, the undersigned present the fol-  
 lowing statements of

## RECEIPTS FROM ALL SOURCES.

Passenger Transportation.....	\$751,923 01	
Freight ".....	509,991 66	
U. S. Mail ".....	55,175 00	
Express Co's ".....	10,974 40	
Tickets and Privileges.....	2,748 33	
Total Receipts.....		\$1,330,812 40

## EXPENDITURES.

Conducting Transportation.....	\$147,863 57	
Motive Power.....	179,901 04	
Maintenance of Way.....	171,263 99	
" Cars.....	53,747 80	
Total Expenditures.....		\$552,776 40

Showing net earnings of \$778,636 00, which is 12½ per  
 cent. upon the entire cost of Road, with its equipment, and  
 per cent. of expenses to receipts.

This result, which cannot be otherwise than satisfactory, the  
 undersigned assure you, has not been accomplished by neglect  
 or depreciation of roadway or equipment. On the contrary,  
 they are in better condition than at the same period last year.

To exhibit the *increase* of revenue from all sources, as compared with last year, the following statement is submitted

	1858.	1859.	Increase
From Passengers .....	\$592,503 50	\$751,923 01	\$159,419 51
“ Freights .....	337,195 69	509,991 66	172,795 97
“ Mails .....	27,775 00	55,175 00	27,400 00
“ Express Rents and Privileges...	6,936 46	13,722 73	6,786 27
Total's.....	\$964,410 65	1,330,812 40	\$366,401 75

Per centage of increase, 38 per cent. Tabular Statements exhibiting in condensed form the operations of the year, to accompany the Report, and are marked and numbered as follows, to-wit:

No. 1, Statement of cost of Construction and Equipment of the Memphis and Charleston Railroad to July 1, 1859.

No. 2, Statement of Monthly Receipts and Expenses for the year ending July 1, 1859.

No. 3, Comparative Statement of Monthly Receipts and Expenses for the years 1858 and 1859.

No. 4, Detailed Statement of Expenses.

No. 5, Statement of the number of Local Passengers from each Station on the M. & C. R. R., for the year ending July 1, 1859.

No. 6, Receipts from Local Passengers on the M. & C. R. R. for the year ending July 1, 1859.

No. 7, Statement exhibiting number and receipts from Through Passengers, for the year ending July 1, 1859.

No. 8, Description and Mileage of Locomotives.

No. 9, Statement of number of Bales Cotton carried on the M. & C. R. R.

No. 10, Statement of receipts from Local and Through Freights, forwarded and received, monthly, for the year ending July 1, 1859.

No. 11, Statement of amount of Freights received and forwarded from and to each Station, M. & C. R. R., for the year ending July 1, 1859.

from which Statements are deduced the following results,  
it:

number of Passengers carried.....	231,229
valent to Through Passengers.....	72,655
ngers carried one mile.....	18,798,075
ge distance traveled by each Passenger—miles.....	82
s in number of Passengers carried over the year 1858.....	7,734
s of Passenger Receipts over the year 1858.....	\$159,419 51
Passengers carried Eastward.....	115,597
Receipts from Eastward Passengers.....	\$373,523 46
Passengers carried Westward.....	115,632
Receipts from Westward Passengers.....	\$378,399 55
ence in number of Passengers Eastward and Westward.....	35
Receipts from Through Freight East.....	\$ 44,019 19
“ “ West.....	57,714 28
“ Local Freight East.....	202,183 61
“ “ West.....	206,074 58
pts per mile of Road.....	4,636 98
ises “ “.....	1,925 80
irs of Roadway per mile.....	600 22
run by Passenger Trains.....	252,397
“ Freight “.....	231,335
“ Ballast and Extra Trains.....	78,309
Total Miles run.....	562,041
irs of Engines per mile run.....	6 5-10
of Wood “ “.....	6 6-10
Oil, Tallow and Waste per mile run.....	9-10
Engineers and Firemen “ “.....	6 9-10
egate Cost “ “.....	20 9-10
Sales Cotton carried to Memphis.....	184,616
“ “ Tuscumbia Landing.....	1,629
“ “ Stevenson.....	8,333
No. Bales carried on M. & C. R. R.....	194,578
ss over last year.....	72,204

he undersigned having been relieved of the responsibility  
ehing to the Roadway, which has recently passed into the  
rge of the Chief Engineer, Col. M. B. PRICHARD, take  
asure to report official intereourse with that gentlemen as  
raacterized with perfect harmony, and that the change will  
ult advantageously to the Company as well as Roadway,  
leh will receive the benefit of his professional skill and  
xperience.

It will not be inappropriate to note improvements made  
during the year, or which are demanded by the exigencies of  
n service.



A capacious brick building, designed as the general office of the Company, has been erected at Memphis. Rooms provided for the President, Treasurer Western Division, Superintendent of the Western Division, and the General Freight and Ticket Agents; also, for the Local Agent and his clerks.

Enlarged accommodations for Passengers and Freight have become a necessity at the Memphis Terminus. The improvements now under the consideration of the Chief Engineer to be executed during the coming autumn, will be of material convenience when finished, and relieve us to a great extent from the embarrassments arising from inadequate space in the track room. A Warehouse for Down Freight, and a Passenger House adequate to the wants of a great road, are earnestly pressed upon your attention.

The new Foundry in connection with the Memphis Shops, but designed, at the same time, to supply the Huntsville Shops, approaches completion, and will be *blown in*, in a few days. The total cost of building and equipment will not exceed \$5000.

A Passenger House, combining in its arrangements offices for the Superintendent and Treasurer of the Eastern Division, is greatly needed at Huntsville. Plans will be submitted by the Chief Engineer, which we trust will meet approval, and be ordered into execution forthwith.

New Depot Buildings at Collierville and LaFayette are required to replace the present frail structures at the Stations.

The erection of a joint Freight House and Transfer Platform at Grand Junction, has been agreed upon with the Mississippi Central Railroad Company, which it is hoped will be brought into common use for the next season's business.

A more equitable adjustment of the Freight Tariff between the Memphis and Charleston and the Mississippi Central Railroads is desirable, and we have assurances of a satisfactory arrangement at an early date.

The present tariff was formed when both Roads were short and disconnected links; the condition and prospects of both

be materially changed, and rates should be brought to a moderate standard consistent with the times, such a standard would result to the mutual benefit of both Companies, and the advantage of the patrons of the route.

Arrangements with the Tennessee Central and Alabama Railroad, granting to that Company the use of the Decatur Engine continue to work satisfactorily.

The increased business of Decatur Station proceeds from the connection. It is confidently anticipated that the next year's receipts from that Road will exceed 10,000 Bales of cotton which heretofore have found a market by other channels. The importance of this connection is properly estimated, and every reasonable advantage will be given to its trade.

The undersigned are gratified to report regular and successful running of Trains and freedom from accidents during the past year. Although not entirely exempt, but one accident occurred in which the safety of passengers was endangered. We refer to the accident at 95 on the night of May 1st, in which the engine was thrown from the track by running over stock. Another accident occurred to the Mail Train on the night of the 4th May, from similar cause, which resulted in the death of Conductor ROGERS.

The liability of all Trains to accident from running over stock, and the large annual expenditure in settlements for stock killed, are subjects for your serious consideration.

The entire amount of rolling stock owned by the Memphis and Charleston Railroad Company consists of

36 Locomotives,	
27 First Class Passenger Cars,	
10 Second Class and Mail "	
15 Baggage	"
197 Platform	"
232 Box	"
25 Stock	"
41 Gravel	"
67 Road and Hand	"

There were occasionally times when the stock was not equal to the demands of trade, when the two articles of shipment of greatest bulk—cotton and lumber—could not be moved as promptly as was desired.

The largest month's business was in December. 40 bales of cotton were carried into Memphis. This number of bales was about equal to the capacity of our equipment at that time, but the undersigned believe, from the additional number of Locomotives and Freight Cars that have been added as will hereafter appear, that it will be fully within the means of the Company to move 60,000 bales a month the coming season.

At the date of the last Annual Report the Company owned 31 Locomotives, all of which, with a single exception, which has since been thoroughly rebuilt) were able to perform effective service.

One Freight and four Passenger Locomotives have recently been placed upon the Eastern Division. Two Passenger Engines contracted for remain to be delivered.

For the Western Division we have a contract with M. Baldwin & Co. for five Locomotives, to be delivered by the 1st day of September next.

With these additional Engines our motive power department will be rendered thoroughly effective for any emergency.

The Equipment Account has been further increased by the addition of

10 First Class Passenger Cars,	
5 Second Class and Mail	"
4 Baggage	"
12 Box Freight	"

This apparent large increase of rolling stock became necessary to meet the demands of our growing Passenger business and our engagements with the Post Office Department in connecting roads.

The Baggage Cars alluded to above were built at the Company's shop in Memphis, and are models of their class. They cost \$1300 each.

Sleeping Cars, of the most approved plan and construction will be added to our night trains before the first day of September next, which will contribute additional comfort to travel on our route, already pre-eminentlly popular in public estimation.



ty additional Box Cars are now under construction by R. H. Riker, of Charleston, to be placed on the road in place of the next cotton season.

## RENEWALS.

8 Lever Hand Cars,	
13 Platform	"
3 Box	"

been built at the Company's shops and charged to current expenses, as it is designed to maintain fully the original investment in number and condition.

the signal efficiency of our Motive Power Department, which we challenge comparison, the Company are indebted to the ability, skill and indefatigable labors of D. H. FEGER, Master Machinist of the Western Division, and JAS. CRAWFORD, Master Machinist of the Eastern Division.

The undersigned, in conclusion, record their acknowledgments to officers and employees, to whose labors and zeal in service they are mainly indebted for the success accomplished.

Respectfully submitted,

W. J. ROSS, *Sup't. E. D.*

B. AYRES, *Sup't. W. D.*

# TABULAR STATEMENTS.

## STATEMENT NO. 1.

*Cost of Construction and Equipment of the M. & C. R. R. to July 1st, 18*

Ballasting.....	\$ 6,
Bridges and Trestles.....	370
Cross Ties .....	200,
Depot Buildings, Cotton Platforms and Road Crossings.....	187,
Division and Tool Houses.....	24,
Engineering and Contingencies.....	145,
Fencing.....	1,
Freight Cars.....	319,
Grading, Masonry, Clearing and Grubbing .....	1,779,
Iron, Spikes, Castings, etc .....	1,911,
Locomotives.....	313,
Machine Shops and Engine Houses.....	104,
Machinery for Shops.....	43,
Passenger and Baggage Cars.....	92,
Right of Way.....	22,
Road Cars.....	18,
Real Estate .....	48,
Track Laying.....	234,
Water Stations .....	45,
Attorney's Fees and Court Costs.....	9,
Salaries.....	57,
Contingent Expenses.....	24,
Commissions .....	24,
Discount on Company Bonds.....	199,
Stationery and Printing.....	2,
Total cost.....	\$6,188,

# No. 2.— STATEMENT OF MONTHLY RECEIPTS AND EXPENDITURES

On the Memphis and Charleston Rail Road, from July 1st, 1858, to July 1st, 1859.

	Passenger.	Freight.	Mail.	Express.	Privileges &c.	Total.	Expenses.
JULY.....	\$ 57,148 47	\$ 17,932 92	\$ 4,597 91	\$ 624 53	\$ 215 70	\$ 80,519 53	\$ 41,377 57
AUGUST .....	55,655 49	24,397 19	4,597 91	647 18	215 70	85,513 47	36,816 34
SEPTEMBER .....	60,440 53	31,942 15	4,597 91	676 28	215 70	97,872 57	39,422 33
OCTOBER .....	66,016 03	60,303 05	4,597 91	809 76	215 70	131,962 45	41,555 04
NOVEMBER .....	72,965 36	68,174 22	4,597 91	1,363 27	235 70	147,336 46	45,330 97
DECEMBER.....	78,965 60	76,370 04	4,597 91	1,079 58	235 69	161,248 82	54,713 95
JANUARY .....	74,879 58	58,069 65	4,597 91	773 45	235 69	138,556 28	55,236 59
FEBRUARY .....	58,460 67	47,629 97	4,597 91	947 43	235 69	111,871 67	47,933 81
MARCH .....	58,318 77	42,657 25	4,597 97	1,324 95	235 69	107,134 63	45,007 87
APRIL .....	50,029 36	35,123 83	4,597 92	909 24	235 69	90,896 04	48,346 97
MAY .....	57,905 14	25,715 52	4,597 97	919 25	235 69	89,353 57	49,191 83
JUNE .....	61,138 01	21,675 87	4,597 86	899 48	235 69	88,546 91	55,388 47
TOTALS.....	\$ 751,923 01	\$ 509,991 66	\$ 55,175 00	\$ 10,974 40	\$ 2,748 33	\$ 1,330,812 40	\$ 560,321 74

Add value of Negro, killed on Eastern Division.....\$1,000 00

Add for deficiency of Materials on hand, Western Division and to close certain accounts..... 9,244 68

10,244 68

Less for increased value of materials on hand, and incidental Credits on Eastern Division,.....

570,566 42

17,790 02

Total Expenses.....\$552,776 40

# No. 3—COMPARATIVE STATEMENT OF RECEIPTS

*On the Memphis and Charleston Rail Road for the years 1858 and 1859.*

Months.	Passengers.		Freight.		Mail.		Express.		Privileges &c.		Totals.		Expenses.	
	1858.	1859.	1858.	1859.	1858.	1859.	1858.	1859.	1858.	1859.	1858.	1859.	1858.	1859.
JULY.....	\$ 50,538 28	\$ 57,148 47	\$ 13,749 22	\$ 17,932 92	\$ 2,314 58	\$ 4,597 91	\$ 386 73	\$ 624 53	\$ 215 70	\$ 67,288 81	\$ 80,519 53	\$ 33,012 50	\$ 41,377 57	
AUGUST.....	51,926 45	55,654 49	17,880 34	24,397 19	2,314 58	4,597 91	475 15	647 18	215 70	72,596 53	85,513 47	33,417 94	36,816 34	
SEPTEMBER.....	58,574 50	61,440 3	24,656 03	31,942 15	2,314 58	4,597 91	680 90	676 28	215 70	86,205 01	97,812 57	33,832 66	39,422 33	
OCTOBER.....	62,111 05	66,016 03	25,776 41	60,303 05	2,314 58	4,597 91	684 49	819 76	25 00	90,915 63	131,962 45	38,763 66	41,555 04	
NOVEMBER.....	47,890 85	72,965 36	27,796 80	68,174 22	2,314 58	4,597 91	607 06	1,363 27	50 00	78,659 29	147,236 46	39,258 39	45,330 97	
DECEMBER.....	52,558 05	78,965 60	34,443 46	76,370 04	2,314 58	4,597 91	570 09	1,070 58	25 00	80,901 18	161,248 82	34,092 01	54,713 95	
JANUARY.....	53,852 17	74,879 58	35,464 63	58,069 65	2,314 58	4,597 91	502 09	775 45	235 69	92,193 44	138,556 28	37,655 24	55,236 59	
FEBRUARY.....	38,575 25	58,470 67	31,618 69	47,629 97	2,314 58	4,597 91	527 28	947 43	30 00	73,063 80	111,871 67	35,515 98	47,933 81	
MARCH.....	43,615 85	58,318 77	43,607 65	42,667 25	2,314 58	4,597 92	686 78	1,324 95	30 00	90,254 85	107,134 63	46,551 03	45,007 87	
APRIL.....	37,465 81	50,029 36	32,834 13	35,123 83	2,314 58	4,597 97	558 36	909 24	30 00	73,142 58	90,890 04	42,037 74	48,346 97	
MAY.....	43,871 93	57,905 14	34,031 11	25,715 52	2,314 60	4,597 97	563 09	919 25	30 00	80,810 73	89,363 57	44,422 21	49,191 83	
JUNE.....	51,283 61	61,138 01	15,337 25	21,675 87	2,314 60	4,597 85	396 25	509 48	44 19	69,375 90	88,546 91	35,408 90	55,388 47	
TOTALS.....	\$592,503 50	\$751,923 01	\$337,195 69	\$609,991 66	\$27,775 00	\$55,175 00	\$6,672 27	\$10,974 40	\$264 19	\$264 19	\$1,330,812 40	\$452,958 26	\$560,321 74	
Excess in 1859.	\$159,419 51		\$172,795 97		\$27,400 00		\$2,484 14	\$ 4,302 13			\$ 366,401 75		\$107,363 48	

# COMPARATIVE STATEMENT OF EXPENSES

For the year ending July 1, 1858.....\$448,272 80  
 For the year ending July 1, 1859..... 552,776 40  
 Excess in 1859.....\$104,503 60

## No. 4.—DETAILED STATEMENT OF EXPENSES

incurred in working the Memphis and Charleston Railroad, from July 1, 1858 to July 1, 1859.

## CONDUCTING TRANSPORTATION.

Advertising, Stationery and Printing.....	\$ 8,852 46	
Agents and Clerks.....	38,554 69	
Garage Masters.....	3,341 00	
Criemen.....	18,443 03	
Conductors.....	10,944 19	
Freight Backs and Overcharges.....	2,081 37	
Fuel and Lights.....	1,802 58	
Accidentals.....	11,803 20	
Repair and Expenses at Stations.....	22,872 67	
Losses and Damage.....	2,209 00	
Hotel Expenses.....	779 40	
Repairs of Depot Buildings.....	8,365 61	
Superintendence.....	11,365 54	
Stock Killed.....	6,448 83	
	<hr/>	\$147,863 57

## MOTIVE POWER.

Expense at Water Stations.....	9,397 11	
Engineers and Firemen.....	40,391 19	
Accidentals.....	2,951 80	
Materials for Shops.....	39,987 86	
Repairs of Engines.....	36,790 63	
Repairs of Tools and Machinery.....	4,228 55	
Oil, Tallow and Cotton Waste.....	10,288 29	
Superintendence.....	3,000 00	
Food for Locomotives.....	32,865 61	
	<hr/>	179,901 04

## MAINTENANCE OF WAY.

Repairs, Castings, Spikes and Switches.....	1,223 74	
Loss Ties.....	16,966 81	
Accidentals.....	1,458 59	
Labor on Track.....	115,241 98	
Repairs of Division Houses.....	678 67	
“ Bridges and Trestles.....	29,772 07	
“ Road Cars.....	1,250 70	
Tools and Repairs of.....	1,373 96	
Superintendence.....	3,297 47	
	<hr/>	171,263 99

## MAINTENANCE OF CARS.

Repairs of Passenger and Baggage Cars.....	24,191 02	
“ Freight Cars.....	26,064 92	
Oil, Tallow, Waste and Packing.....	3,491 86	
	<hr/>	53,747 80
		<hr/>
		\$552,776 40



# No. 5.—STATEMENT OF THE NUMBER OF LOCAL PASSENGERS

From each Station, Memphis and Charleston Railroad, during year ending June 30th, 1859.

STATIONS.	1858.		JULY.		AUG.		SEPT.		OCT.		NOV.		DEC.		1859		FEB.		MARCH		APRIL.		MAY.		JUNE.		TOTALS.				
	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.			
Memphis.....	3178	2786	2541	3831	3439	4084	4947	382	110	360	3728	266	3435	3003	247	87	3490	267	138	3380	247	87	3490	267	138	3380	247	87	4712	3216	
German town.....	128	107	335	189	112	255	157	382	123	427	77	290	153	279	67	262	145	84	145	84	145	84	145	84	145	84	145	84	1388	3909	
Collerville.....	112	324	132	246	89	390	108	279	108	279	108	279	108	279	108	279	108	279	108	279	108	279	108	279	108	279	108	279	108	1332	2279
La Fayette.....	87	143	95	160	66	139	88	191	57	246	109	291	81	162	54	256	65	145	84	145	84	145	84	145	84	145	84	145	84	962	2979
Moscow.....	347	157	290	144	307	171	315	249	79	246	109	291	81	162	54	256	65	145	84	145	84	145	84	145	84	145	84	145	84	1804	3183
Somerville.....	164	470	195	365	110	425	170	544	167	468	171	690	173	706	165	383	116	343	109	291	81	162	54	256	65	1804	3183	729	1075	6537	
LaGrange.....	358	401	175	353	139	332	170	480	114	358	201	582	121	512	124	411	154	416	111	343	109	291	81	162	54	2212	5155	5155	8320	8320	
Junction.....	672	734	508	599	404	391	801	444	733	429	759	460	890	479	636	271	336	602	310	641	310	641	310	641	310	5133	8320	2212	5155	8320	
Salisbury.....	50	191	58	182	94	182	52	257	93	291	63	255	83	292	295	410	381	400	389	232	304	430	285	328	4726	5124	32	61	377	630	
Middleton.....	71	91	41	58	30	47	32	257	93	291	63	255	83	292	295	410	381	400	389	232	304	430	285	328	4726	5124	60	214	60	214	
Pocahontas.....	66	180	67	129	72	99	45	127	55	120	83	171	70	164	65	135	74	121	58	95	72	104	45	147	772	1592	45	147	772	1592	
Chevala.....	70	23	35	42	56	39	36	45	69	38	62	69	30	45	90	294	108	252	83	272	104	273	111	237	654	581	45	90	45	90	
Corinth.....	188	249	260	226	134	196	81	362	248	87	161	360	116	345	90	294	108	252	83	272	104	273	111	237	654	581	45	90	45	90	
Burns.....	287	277	272	292	300	262	306	247	188	122	335	37	167	138	38	94	50	157	25	127	46	113	58	95	127	714	1617	25	127	46	113
Leila.....	40	24	33	27	48	20	24	44	31	33	38	37	27	27	28	38	35	51	34	31	31	31	31	31	31	31	31	31	31	31	
Dickson.....	36	27	38	24	46	30	45	39	35	45	42	77	53	18	28	30	36	55	42	31	31	31	31	31	31	31	31	31	31	31	
Cherokee.....	68	44	58	33	50	46	32	49	34	52	103	71	63	150	41	53	75	61	56	64	67	42	61	49	710	711	51	254	254	5124	
Barton.....	550	504	555	572	408	474	385	422	285	356	434	483	343	392	295	410	381	400	389	232	304	430	285	328	4726	5124	68	44	58	33	
Fuscomb.....	59	109	66	55	50	68	66	65	59	55	63	106	82	102	26	99	75	78	55	57	53	64	68	708	926	53	109	66	55	50	
Leighton.....	123	213	158	114	109	87	112	98	96	145	141	299	139	257	139	64	143	110	138	206	122	146	126	226	1546	1965	123	213	158	114	
Jonestown.....	44	26	34	51	45	39	46	30	51	67	65	115	94	90	66	55	35	46	59	36	33	41	33	33	595	649	44	26	34	51	
Courtland.....	222	243	248	276	205	322	297	351	119	268	172	227	193	377	183	272	185	263	168	293	186	267	189	217	2330	3375	222	243	248	276	
Hillsboro.....	41	35	17	22	33	39	38	41	58	57	52	58	32	58	27	18	29	21	39	36	30	46	25	25	465	478	41	35	17	22	
Decatur.....	154	40	129	71	58	87	58	93	86	93	136	83	125	62	126	62	112	45	108	44	145	75	125	38	1384	742	154	40	129	71	
Moore's.....	990	639	673	593	654	316	903	239	484	495	741	495	680	327	505	437	511	542	455	927	645	432	596	6396	7506	990	639	673	593	654	
Madison.....	84	91	78	152	65	78	57	122	33	53	58	148	85	176	57	114	72	113	49	409	65	177	80	240	781	84	91	78	152	65	
Huntsville.....	61	73	48	162	65	78	57	122	33	53	58	148	85	176	57	114	72	113	49	409	65	177	80	240	781	61	73	48	162	65	
Brownboro.....	32	54	45	35	64	38	43	50	29	35	50	73	84	85	115	112	86	190	82	26	81	42	63	46	73	974	32	54	45	35	
Paint Rock.....	56	70	64	70	79	76	59	89	50	67	75	84	85	115	112	86	190	82	26	81	42	63	46	73	974	56	70	64	70	79	
Woodville.....	50	89	77	132	148	214	74	80	51	115	106	143	116	256	62	153	186	430	63	74	59	91	84	93	1869	50	89	77	132	148	
Larkins.....	541	469	527	649	563	649	563	649	563	649	563	649	563	649	563	649	563	649	563	649	563	649	563	649	563	541	469	527	649	563	
Scottsboro.....	538	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	538	527	527	527	527	527
Bellefonte.....	8562	7171	7339	6679	6637	6748	7510	7636	6738	6639	9474	8973	8316	8907	6956	6549	7309	7039	6316	6552	7560	6680	7217	7045	8994	97028	8562	7171	7339	6679	6637
Stevenson.....	8562	7171	7339	6679	6637	6748	7510	7636	6738	6639	9474	8973	8316	8907	6956	6549	7309	7039	6316	6552	7560	6680	7217	7045	8994	97028	8562	7171	7339	6679	6637
Chattanooga.....	8562	7171	7339	6679	6637	6748	7510	7636	6738	6639	9474	8973	8316	8907	6956	6549	7309	7039	6316	6552	7560	6680	7217	7045	8994	97028	8562	7171	7339	6679	6637



No. 6—STATEMENT OF MONTHLY LOCAL PASSENGER RECEIPTS

*From each Station Memphis and Charleston Railroad, for year ending June 30th, 1859.*

STATIONS.	1858.												TOTALS.
	JULY.	AUGUST.	SEPT.	OCT.	NOV.	DEC.	1859.					JUNE.	
Memphis.....	8,907 00	7,905 55	6,046 60	8,097 65	7,836 30	11,631 90	9,194 60	8,510 00	8,171 70	7,191 20	8,653 10	10,299 35	102,384 85
Germentown.....	338 95	341 80	213 05	228 90	246 15	497 30	435 90	276 95	246 45	288 50	317 10	298 85	3,824 20
Collierville.....	478 65	390 55	378 85	498 20	501 50	659 60	654 10	469 50	397 00	341 45	316 15	482 65	5,554 50
LaFayette.....	258 15	254 20	261 65	304 15	337 90	443 15	415 55	288 65	250 90	257 30	226 55	286 20	3,584 65
Moscow.....	429 80	462 30	435 45	518 75	604 46	771 40	643 90	470 40	247 60	407 75	442 80	414 60	5,667 20
Somerville.....	789 85	389 65	619 10	811 70	803 45	998 60	1,002 35	817 80	745 20	650 55	875 80	1,108 35	9,892 40
LaGrange.....	789 55	656 70	692 90	654 05	654 65	945 75	743 60	627 75	719 55	730 90	731 75	770 20	8,647 35
Junco.....	2,469 60	1,760 65	1,992 55	1,982 85	1,871 70	2,601 80	2,692 95	2,128 10	1,881 45	1,686 60	1,823 95	2,361 20	25,062 80
Saunderly.....	296 65	292 70	361 70	379 15	529 55	539 50	461 90	483 65	407 65	276 35	317 75	297 25	4,623 70
Middleton.....	165 20	135 80	111 30	115 85	291 35	185 65	180 45	126 30	108 80	66 15	71 30	163 25	1,504 40
Focaloutus.....	275 50	281 75	258 55	271 25	392 60	390 75	117 95	315 80	195 35	180 30	198 25	265 75	3,143 85
Chevalia.....	29 90	66 30	79 55	61 00	143 60	151 25	90 50	96 30	105 60	105 60	178 65	198 05	1,181 80
Cornith.....	772 60	805 25	741 65	768 35	810 65	1,149 95	1,071 40	347 90	458 60	458 60	392 10	349 30	4,455 10
Burrs.....	410 89	455 35	351 70	297 15	269 80	464 50	494 55	317 90	458 60	458 60	392 10	349 30	4,455 10
F-r-R.....	1,472 15	1,456 70	1,641 55	1,221 90	1,144 80	1,377 75	1,246 60	1,099 40	892 85	603 10	1,061 45	1,087 70	14,068 00
Dickson.....	86 30	100 55	137 20	133 85	92 35	166 50	124 60	87 90	34 40	34 40	82 00	47 45	1,439 40
Chester.....	98 70	129 95	185 85	158 25	106 50	166 90	224 75	106 00	63 50	53 05	102 25	130 25	1,639 75
Barren.....	147 00	149 65	185 85	176 65	176 65	166 90	420 50	155 50	187 70	181 45	150 10	112 80	2,116 75
Tusculum.....	2,621 70	2,631 60	2,528 30	1,719 25	1,490 75	1,852 65	1,474 75	1,475 55	1,624 20	1,475 55	1,475 50	1,682 15	21,380 60
Felchton.....	157 70	330 70	196 40	316 85	296 30	284 70	334 90	139 75	221 60	185 50	149 65	184 55	2,456 90
Courtland.....	657 45	509 90	336 10	482 75	482 75	666 60	655 60	428 65	365 15	396 10	679 45	550 85	5,983 75
Hillsboro.....	151 25	160 60	139 10	191 80	258 75	134 75	227 75	212 50	100 75	117 45	168 10	75 90	2,176 65
Deatur.....	970 80	1,225 90	1,029 10	1,593 90	1,116 55	1,141 65	1,510 45	904 50	978 55	965 15	845 35	1,080 70	13,282 60
Meore S.....	119 70	60 80	61 70	91 65	146 20	132 10	296 75	88 80	37 40	125 00	69 85	73 20	1,491 65
Madison.....	203 80	253 60	159 25	197 00	146 20	269 40	243 75	229 55	150 15	155 10	295 50	137 90	2,431 65
Huntsville.....	3,279 20	2,495 15	2,252 50	2,381 50	1,864 80	2,614 55	2,751 20	5,175 95	1,891 15	1,766 05	2,411 15	2,401 45	31,004 80
Brownboro.....	160 20	134 50	162 35	446 25	132 05	336 50	664 40	60 45	156 85	157 40	144 40	107 65	1,943 75
Palat Rock.....	113 50	112 40	136 20	159 45	71 90	202 40	429 65	40 45	136 85	156 25	129 40	136 25	1,345 50
Woodville.....	63 05	78 40	107 30	73 70	60 99	130 50	168 55	183 50	134 0	172 30	174 75	170 15	3,382 30
Larkin.....	136 40	123 70	160 25	160 85	171 75	145 90	208 55	220 75	172 30	204 05	151 55	281 70	2,879 35
Bellefonte.....	194 05	296 95	381 35	168 95	255 14	295 75	465 65	332 30	455 20	184 75	1,478 20	2,017 60	23,879 35
Stevenson.....	1,487 85	1,515 05	2,607 65	2,523 15	2,534 20	2,667 45	2,998 40	1,457 00	2,004 25	2,004 25	1,520 05	2,356 15	36,998 90
Chattanooga.....	2,216 60	2,812 55	3,091 46	3,548 10	4,563 35	3,336 75	3,674 50	2,855 85	3,838 15	2,915 65	2,414 65	2,804 05	48,128 90
Conductor's Cash.....	2,858 25	3,062 60	3,668 10	4,435 00	4,463 35	4,381 75	4,871 40	3,441 70	3,843 40	2,986 90	3,332 40	2,804 05	
	\$33,527 40	\$31,295 00	\$31,476 95	\$34,784 20	\$33,644 40	\$42,345 90	\$40,301 90	\$34,691 95	\$29,756 30	\$27,691 10	\$30,188 30	\$33,301 40	\$408,882 80

# No. 7.—STATEMENT EXHIBITING NUMBER OF THROUGH PASSENGERS,

With the amount of the Memphis and Charleston Railroad's Proportion on same, for the year ending July 1, 1859.

NEW ORLEANS.				MEMPHIS.				JUNCTION.				HUNTSVILLE.				TOTAL NO.		TOTAL AMOUNT
East.	West.	Amount.		East.	West.	Amount.		East.	West.	Amount.		East.	West.	Amount.		East.	West.	
119-1	57-4	1,508 33		4261	3511-3	65,686 08		1022	433-8	12,027 75	639-5	596-4	3,151 25	6002-6	4797-19	82,373 41		
27		189 54		1044-4	1816-4	30,087 75	343-6	952-5	12,030 13	118-2	402-5	1,571 00	1532-15	3170-14	43,578 42			
				156-4	1	1,699 50	43-1		309 88	23-1		71 00	212-6	1	2,050 38			
				77-3	89-4	1,779 75	39-2		92 50	25-2	22-4	150 00	112-5	111-8	2,022 25			
				160-3	152-6	2,273 25	39-2		370 0	134-6	174-5	941 00	333-11	326-11	3,554 25			
				163-6	168-3	3,857 75	12-1		115 63	29-3	48-3	240 00	204-10	245-6	4,193 38			
				599-8	1804-11	24,386 25	227-4		2,118 25	47-6		180 00	783-15	18-4	26,084 50			
				789-7	545-5	13,650 0	335-6		3,126 50	80-4		246 00	1204-17	505-5	17,022 50			
				264-3	402-1	5,678 00	108-2		872 00	13-2	8-1	73 50	387-7	410-7	6,023 50			
				505-7	903-6	15,797 25	110-3	137-3	2,312 50	156-4		474 00	861-14	1040-9	18,583 75			
				258-2	139	4,320 60	49-2	23	678 90	27-2		86 00	373-11	146	5,084 46			
				261-6	798-7	11,157 75	160-5	98-3	1,808 50	44-2	58	3 3 0	493-18	109-2	14,158 00			
				373-6	594-6	9,061 74	131-3	141-4	2,406 03	14-1	1	46 50	572-11	736-10	12,106 76			
				571-6	2174-7	25,899 57	162-5	290-3	4,131 36	66-3		202 50	583-15	2464-10	30,868 42			
				631-7	341-6	8,062 19	98-2	155-2	1,712 50	28-1	26	130 80	579-11	1109-16	13,226 62			
				119	341-1	2,282 34	34	168	1,407 94	15-1	6	51 38	263-3	293	4,192 74			
				300	167	3,572 55	62	34	503 24	50	31	159 57	433	270-1	4,785 54			
				1220	909	15,952 06	278	165-1	2,663 00	221	3-1	419 82	405	1575-5	26,875 84			
				405	184	888 50							4495	5626	888 50			
				4499	5626	18,135 00							4199	2650	18,135 00			
				2991	2650	10,153 80							2691		10,513 80			
1184	954-1	\$16,377 98	19391-75	23353-70	\$274,282 28	3153-42	2791-29	\$48,926 61	1732-46	1975-23	\$8,503 32	25470-183	28465-139	\$348,090 19				

NOTE.—The principle adopted in dividing Through from Local Sales gives Through Sales the advantage of all Tickets sold in connection with other Roads, the Tickets to and from Mississippi Central and Tennessee Railroads, were really Local Tickets, and should properly have gone to that account.

T. H. BUNCH, General Ticket Agent.

# STATEMENT NO. 9.

Exhibiting No. of Bales of Cotton received at Memphis from July 1st, 1858 to July 1st, 1859.

Western Division.	July	Aug	Sept.	October.	Novem.	Decem.	January.	Feb'y	March	April,	May.	June.	Totals.
Germanatown .....			51	479	567	195	229	82	103	9		1	1,716
Collierville .....	43	28	432	2,023	1,421	1,201	838	475	208	158	27	19	6,873
LaFayette .....		5	382	1,418	1,160	584	840	222	99	23	31		4,764
Moscow .....		2	284	1,681	1,340	539	815	378	154	48		2	5,243
Somerville .....	13		526	2,500	1,736	1,244	955	399	147	10	43	11	7,584
LaGrange .....	48	12	257	2,221	1,830	1,380	808	291	167	52	52	1	7,119
Grand Junction .....		1	19	59	106	256	17	20	48	4	10		540
Saulsbury .....	29	3	135	2,090	2,631	2,547	1,397	967	931	706	152	22	11,610
Middleton .....	2		11	207	215	143	154	91	71	12	1		907
Pocahontas .....			26	492	439	551	311	141	88	120		8	2,176
Chewalla .....				33	52	12		6	4	38			145
Cornth .....	4	11	85	1,332	1,602	1,412	758	320	312	99	75		6,010
Burns .....	12	13	77	134	462	483	499	216	165	49	6	1	2,117
Iuka .....	6	2	10	388	724	805	683	427	326	135	14		3,520
	157	77	2,295	15,057	14,285	11,352	8,304	4,035	2,823	1,463	411	65	60,324
Miss. Central R. R. ....	535	390	1,448	7,786	9,479	10,556	7,818	6,135	2,731	2,585	643	75	50,181
M. C. & Tenn. R. R. ....	36	27	649	5,876	5,462	5,656	2,909	1,634	1,291	716	157	35	24,448

# Eastern Division.

	728	494	4,392	28,719	29,226	27,564	19,031	11,804	6,845	4,764	1,211	175	184,953
Dickson.....				100	314	523	168	100	19	1			1,225
Barton.....			64	223	186	381	395	62	18	8			1,337
Tuscumbia.....	68	8	181	388	704	841	946	383	314	140	83	4	4,060
Leighton.....	1	328	77	596	922	1,487	1,101	441	452	586	37		6,028
Jonesboro.....			10	24									34
Courtland.....	158		1	49	558	789	443	792	659	192	17		3,658
Hillsboro.....	8	48	67	396	735	1,461	802	203	258	24			4,002
Trinity.....				518									518
Decatur.....	20	82	29	335	2,182	2,267	1,759	1,815	733	534	157	14	9,927
Mooreville.....		74	70	246	338	599	409	461	279	153	124		2,753
Madison.....	7	97	33	328	610	843	726	943	276	163	95		4,121
Huntsville.....		23	6	469	735	1,852	1,190	1,177	153	256	446		6,307
Brownsboro.....	4	4	3	71	253	572	345	729	3	353	68	6	2,411
Cherokee.....			49		279	437	162	44	37	11	9		1,028
Woodville.....				3	15			25			24		67
Larkinsville.....	1			39	74	25	28	63	48	3			281
Paint Rock.....	43	18		46	116	300	200	228	85	38			1,074
Bellefonte.....		19			55	157	55	159	30	86			561
Stevenson.....	20			42	34	39	21	77					233
Nash. & Chattanooga R. R.....				38									38
Grand Totals.....	330		590	3,911	8,110	12,573	8,550	7,702	3,364	2,548	1,060	24	49,663
	1,058	1,195	4,982	32,630	37,336	40,137	27,781	19,506	10,209	7,312	2,271	199	184,616

Bales Cotton received at Stevenson.....	8,333	Total number carried in 1852,.....	18,462
Bales Cotton received at Tuscumbia Landing.....	1,629	" " " 1853,.....	56,875
Bales Cotton Received at Memphis.....	184,616	" " " 1854,.....	67,714
		" " " 1855,.....	98,919
		" " " 1856-7*,.....	152,854
		" " " 1857-8,.....	122,374
		" " " 1858-9,.....	194,578
Total.....	194,578		

\*From March 1st, '56 to July 1st, '57—16 mos.





## STATEMENT OF FREIGHT RECEIVED AND FORWARDED ON THE

FOR THE YEAR ENDING JUNE, 1859.

	1858.												1859.		
	JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		
	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	
Memphis.....	\$6,733 95	\$3,937 73	\$9,707 77	\$6,353 33	\$9,783 50	\$8,800 52	\$11,841 91	\$27,385 28	\$14,338 43	\$33,054 16	\$13,272 00	\$9,189 31	\$29,274 61	\$3,197 61	
Germantown.....	13 89	54 67	28 95	94 19	67 53	85 02	235 72	71 57	260 59	225 78	284 94	109 26	92 44	83 40	
Collierville.....	107 94	192 74	66 51	190 85	337 10	285 27	1,170 39	229 30	871 86	199 19	466 76	693 49	264 43	400 87	
LaFayette.....	67 52	92 66	50 16	94 80	292 51	204 91	958 55	196 33	719 33	172 50	205 20	459 91	187 34	204 26	
Moscow.....	42 55	179 70	83 47	220 55	279 87	293 07	1,242 42	258 44	1,099 66	245 37	783 81	291 05	689 23	965 68	
Somerville.....	99 29	463 82	71 88	536 11	486 57	873 95	2,449 10	611 79	1,591 62	702 64	1,137 72	684 64	879 17	465 71	
LaGrange.....	178 87	354 54	118 81	695 78	492 97	622 57	1,981 03	897 59	1,752 04	642 00	1,435 31	703 37	739 04	834 20	
Junction.....	2,424 90	3,439 97	1,994 38	3,353 30	5,306 64	6,907 88	14,847 82	16,255 68	13,958 60	15,023 13	16,752 35	18,193 15	11,494 68	9,138 28	
Saulsbury.....	118 09	358 19	54 57	563 51	237 42	909 46	2,085 52	1,034 44	2,726 38	1,366 15	2,599 68	1,224 00	1,200 72	1,109 90	
Middleton.....	19 35	26 83	22 52	40 28	36 36	64 36	261 35	101 30	310 81	99 41	211 76	113 87	213 85	101 60	
Pocahontas.....	432 99	90 26	563 63	112 54	350 61	102 83	793 60	530 46	795 88	240 07	764 73	337 72	495 59	443 96	
Chewalla.....	454 56	51 38	224 65	79 54	333 80	42 25	203 95	45 74	92 72	115 34	109 80	86 24	191 63	167 30	
Corinth.....	490 47	622 17	563 72	561 08	700 07	944 14	2,292 27	1,005 81	2,237 83	930 33	2,170 63	1,275 12	1,195 31	1,114 40	
Burns.....	743 90	204 40	857 04	214 27	1,137 65	336 62	1,481 80	436 17	1,966 92	400 49	1,280 25	610 51	1,509 15	1,141 00	
I-u-ka.....	93 99	77 47	227 68	345 01	637 50	258 95	950 16	335 37	1,352 48	393 64	1,572 99	538 21	1,395 96	893 80	
Dickson.....	1 25	36 32	22 00	107 24	20 94	55 51	167 75	173 47	441 70	165 47	688 10	61 66	261 16	236 47	
Cherokee.....	40 66	35 86	40 75	48 49	144 32	92 76	716 06	132 87	490 28	88 45	955 51	201 41	323 37	115 20	
Barton.....	34 88	109 21	86 65	117 39	115 69	385 92	409 29	122 99	331 85	160 88	526 70	249 78	740 23	161 78	
Tuscumbia Landing.....	420 10	55	230 93	1 50	95 48	.....	204 55	4 65	62 67	.....	84 03	169 00	584 87	504 80	
Tuscumbia.....	550 78	444 66	358 63	518 47	892 66	795 12	1,127 61	1,038 15	1,814 58	987 40	2,322 94	974 24	1,861 79	1,492 93	
Leighton.....	18 69	101 48	610 54	170 07	210 22	204 53	851 63	511 01	1,645 00	261 74	2,508 60	387 57	2,038 97	901 64	
Jonesboro'.....	.....	.....	.....	3 00	.....	.....	.....	1 00	.....	14 00	.....	7 00	.....	2 00	
Courland.....	281 63	249 62	102 19	232 55	106 33	719 05	277 67	369 02	1,254 01	392 69	1,315 69	655 54	1,268 46	1,339 83	
Hillsboro'.....	20 65	99 06	80 80	59 22	142 30	301 78	725 60	100 89	1,433 62	191 53	2,083 79	394 11	1,272 45	565 26	
Trinity.....	.....	1 15	.....	2 65	.....	50	.....	1 05	.....	14 95	.....	6 34	.....	2 15	
Decatur.....	298 60	1,519 27	494 05	2,945 61	414 77	1,040 71	1,015 56	654 25	3,792 73	987 88	6,341 87	1,199 42	4,874 55	4,050 85	
Mooreville.....	47 38	196 83	149 50	142 18	274 75	108 24	560 62	138 61	847 33	87 09	1,194 19	154 92	1,074 77	1,129 37	
Madison.....	338 50	95 97	678 22	100 88	111 52	174 00	642 65	133 98	1,284 17	77 75	1,602 43	112 06	2,114 38	1,851 91	
Huntsville.....	549 17	2,042 24	1,172 37	1,835 79	998 16	3,106 44	1,466 20	2,687 15	2,527 70	3,055 74	4,860 76	2,399 00	3,197 27	2,771 91	
Brownsboro'.....	527 95	356 57	427 14	345 66	1,074 83	330 36	836 59	354 96	1,039 68	331 90	1,557 21	277 08	1,342 29	1,519 00	
Paint Rock.....	112 82	29 99	105 62	32 32	79 56	141 86	173 47	63 38	518 89	135 90	767 59	134 86	998 25	742 91	
Woodville.....	79 97	22 43	77 51	9 66	79 26	27 64	320 63	26 53	519 60	14 06	202 18	52 01	196 31	656 14	
Larkinsville.....	123 32	94 33	131 35	76 64	217 62	265 72	400 51	201 14	213 78	146 86	548 88	108 18	509 03	595 11	
Scottsboro'.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Bellefonte.....	30 60	51 94	332 34	69 72	297 47	79 97	406 54	95 36	216 72	44 80	462 55	216 09	453 67	515 90	
Stevenson.....	1,054 33	154 49	1,181 88	112 68	2,163 84	318 07	2,578 39	1,067 92	1,779 49	3,015 26	1,353 56	1,284 81	1,476 36	1,521 67	
Chattanooga.....	1,410 28	2,144 42	3,478 98	4,010 33	4,022 31	2,962 06	4,516 23	3,019 40	3,815 67	4,269 69	3,572 94	3,432 33	2,935 27	2,606 16	
Monthly Receipts for year ending June, 1859.....	\$17,932 92	\$17,932 92	\$24,397 19	\$24,397 19	\$31,942 15	\$31,942 15	\$60,303 05	\$60,303 05	\$68,174 22	\$68,174 22	\$76,370 04	\$76,370 04	\$58,069 65	\$58,069 65	\$47,029 97
Monthly Receipts for year ending June, 1858.....	13,749 22	13,749 22	17,880 34	17,880 34	24,656 03	24,656 03	25,776 41	25,776 41	27,796 80	27,796 80	34,443 46	34,443 46	35,464 60	35,464 60	31,618 00
Total Net increase.....	\$4,183 70	\$4,183 70	\$6,516 85	\$6,516 85	\$7,286 12	\$7,286 12	\$34,526 64	\$34,526 64	\$40,377 42	\$40,377 42	\$41,926 58	\$41,926 58	\$22,605 05	\$22,605 05	\$16,611 97



## ON THE MEMPHIS AND CHARLESTON RAILROAD.

JUN, 1859.

FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		Receipts end. June 30, '59		Receipts end. June 30, '58	
FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARD'D	RECEIVED.	FORWARDED.	RECEIVED.	FORWARDED	RECEIVED.
1,197 81	\$22,420 59	\$9,640 11	\$14,948 81	\$9,465 14	\$11,588 49	\$9,509 05	\$6,358 06	\$7,864 76	\$4,983 19	\$119,542 40	\$208,043 31	\$126,023 87	\$149,029 66
83 40	172 73	66 97	204 43	52 46	172 53	31 43	134 12	36 15	111 54	1,103 08	1,772 09	1,762 80	1,279 49
400 87	263 35	198 71	285 12	155 43	172 89	85 34	92 71	43 24	82 79	4,911 72	2,543 58	4,870 64	2,743 32
204 28	228 15	119 38	158 20	57 76	152 95	69 93	111 33	10 44	103 06	3,476 53	1,907 49	2,915 04	1,636 52
365 58	215 30	197 36	387 87	74 61	225 29	42 94	243 52	43 45	169 05	4,904 95	3,059 65	3,735 59	2,731 49
435 75	522 82	239 14	729 84	76 42	710 86	128 93	325 98	49 24	374 02	7,614 44	7,364 14	7,288 19	6,827 12
354 23	663 70	228 11	949 85	121 90	748 72	143 38	517 58	64 75	664 84	7,610 44	8,216 15	6,059 09	7,308 99
1,198 26	9,646 92	7,103 73	8,710 00	5,097 66	6,559 92	2,708 55	3,430 90	1,657 18	2,278 42	92,549 76	105,612 42	40,643 10	48,730 10
1,199 95	972 28	975 11	1,096 21	721 17	849 87	301 00	473 79	116 81	327 82	12,426 42	10,140 82	10,463 35	9,330 11
101 65	97 79	110 39	118 96	32 12	104 04	7 79	71 01	54 17	40 92	1,332 12	1,011 18	1,068 29	1,032 97
443 96	205 55	295 83	238 83	604 68	300 42	651 72	123 71	517 23	61 03	6,710 45	2,576 83	6,140 24	2,825 04
187 93	70 93	163 47	73 73	23 10	73 73	98 43	67 25	169 17	32 35	2,460 21	797 02	2,871 18	778 70
1,114 40	755 28	729 80	921 89	569 45	561 14	634 11	629 80	746 24	349 24	13,544 32	9,314 86	7,281 61	9,218 12
1,141 90	590 66	1,390 00	556 11	1,837 62	640 36	1,675 40	600 31	2,532 60	547 99	17,554 23	5,759 76	9,024 64	3,598 19
803 98	302 30	852 10	345 71	594 66	406 87	162 64	268 70	287 71	216 48	8,931 85	3,705 89	4,167 10	3,126 02
226 47	62 56	160 80	52 47	136 35	148 13	9 20	51 17	15 92	38 90	2,151 64	1,123 71	1,426 29	571 16
115 26	90 83	113 40	184 21	45 63	162 17	31 34	114 49	47 90	63 27	3,064 48	1,314 90	1,438 01	1,176 51
161 78	151 63	130 91	82 66	56 93	19 90	30 30	110 47	84 24	81 25	2,709 45	1,686 94	1,150 76	1,055 68
534 80	122 23	1,113 73	18 13	1,849 64	113 77	2,022 57	27 50	2,017 59	2 65	9,220 96	764 75	5,502 82	1,339 18
1,482 93	763 97	816 86	1,279 73	911 33	1,035 16	347 99	769 39	357 70	841 27	12,545 80	10,380 67	6,201 29	7,678 21
951 64	417 96	946 51	468 46	971 22	229 70	97 45	120 91	35 84	147 10	10,846 31	3,392 71	6,263 03	2,789 68
.....	12 35	.....	2 35	.....	9 20	1 00	14 48	4 95	51 12	5 95	116 50	1 55	70 35
1,369 83	464 27	1,231 42	724 39	424 64	444 93	110 96	302 09	86 00	367 38	7,828 73	5,349 76	5,483 24	3,728 61
568 26	239 91	463 60	320 40	70 78	156 86	95 05	209 10	56 30	192 24	7,013 20	2,554 08	3,746 96	2,062 25
.....	5 25	.....	16 93	.....	6 25	.....	2 80	.....	2 55	.....	62 57	2 00	28 00
1,050 35	927 71	2,461 25	2,898 21	2,117 35	3,900 39	1,005 39	3,769 33	148 48	1,474 46	27,014 95	22,472 59	6,872 62	12,968 92
1,120 37	148 56	529 08	181 02	441 50	80 29	148 31	137 74	150 18	59 73	6,637 88	1,539 55	7,353 13	4,125 47
1,851 91	126 46	602 19	177 10	465 11	53 30	86 39	86 35	199 42	112 93	9,986 89	1,390 50	4,806 54	1,136 38
2,771 91	2,825 58	893 08	4,105 52	1,108 47	2,628 20	1,021 84	2,864 41	465 79	2,766 44	21,332 72	33,395 67	9,722 75	22,090 70
1,519 39	171 05	743 01	279 25	821 61	466 00	579 15	270 59	452 60	298 81	10,921 45	3,627 66	6,452 97	1,734 99
742 91	96 16	707 41	169 67	313 14	165 56	15 58	104 54	87 72	79 35	4,622 96	1,284 67	1,554 89	1,070 35
986 14	65 07	1,233 16	51 62	357 12	58 08	360 46	20 87	287 50	24 85	4,499 84	483 26	2,454 53	330 50
598 11	325 30	155 80	191 22	443 21	134 44	141 36	126 16	52 38	64 07	3,535 35	1,885 52	2,119 59	1,118 36
.....	.....	.....	.....	.....	.....	.....	5 40	46 05	26 72	46 05	32 12	.....	.....
515 93	172 19	391 95	182 59	316 91	94 25	222 83	68 54	216 74	65 90	3,863 85	1,289 15	1,167 95	696 34
1,521 87	253 77	1,423 72	218 21	1,260 57	127 84	1,019 64	160 16	854 35	203 61	17,768 00	7,177 42	29,160 05	21,228 21
2,606 16	3,058 89	6,224 16	1,327 74	3,321 13	1,871 33	2,118 07	2,930 26	1,815 08	4,368 53	39,946 28	36,841 77	.....	.....
7,629 97	\$47,629 97	\$42,657 25	\$42,657 25	\$35,123 83	\$35,123 83	\$25,715 52	\$25,715 25	\$21,675 87	\$21,675 87	\$509,991 66	\$509,991 66	\$337,195 69	\$337,195 69
1,618 69	31,618 69	43,607 65	43,607 65	32,834 13	32,834 13	34,031 11	34,031 11	15,337 25	15,337 25	337,195 69	337,195 69	.....	.....
6,011 28	\$16,011 28	\$950 40	\$950 40	\$2,289 70	\$2,289 70	\$8,315 59	\$8,315 59	\$6,338 62	\$6,338 62	\$172,795 97	\$172,795 97	.....	.....

THOMAS B. DUNN, General Freight Accountant.



	T O T A L F R E I G H T S .				T H R O U G H F R E I G H T S .	
	F O R W A R D E D .		R E C E I V E D .		East.	West.
	East.	West.	East.	West.		
July, 1858.....	\$8,433 06	\$9,499 86	\$10,772 76	\$7,160 16	\$2,298 91	\$2,464 61
August, ".....	10,307 28	14,089 91	14,163 37	10,233 82	4,123 01	4,660 86
September, ".....	11,960 66	19,981 49	17,192 11	14,760 04	3,280 13	6,186 15
October, ".....	13,620 27	46,982 78	28,095 97	32,207 08	4,087 32	7,204 62
November, ".....	16,928 27	51,245 95	30,784 79	37,389 43	7,284 86	5,695 16
December, ".....	12,906 68	45,169 17	32,852 26	43,517 78	4,717 14	4,926 50
January, 1859.....	16,373 46	59,996 58	24,424 04	33,645 61	3,707 48	4,411 63
February, ".....	12,657 68	34,972 29	20,858 88	26,771 09	3,312 66	4,128 03
March, ".....	12,794 07	29,863 18	21,095 64	21,561 61	1,545 95	7,647 88
April, ".....	12,960 53	22,163 30	17,974 02	17,149 81	1,999 17	4,581 70
May, ".....	12,565 31	13,150 21	15,007 29	10,708 23	3,090 42	3,137 71
June, ".....	11,335 87	10,340 00	12,981 67	8,694 20	4,572 14	2,669 43
Deduct Amount of Through Freights.....	\$152,836 94	\$357,154 72	\$246,202 80	\$263,788 86	\$44,019 19	\$57,714 28
Net Total Local Freights .....	.....	.....	\$202,183 61	\$206,074 58		

THOS. B. DUNN, General Freight Accountant.

# BY-LAWS OF M. & C. R. R. C

## ARTICLE I.

Election of Directors.

SECTION 1. From and after the first Monday in May, 1852, shall be an annual meeting of the stockholders on the first Monday in May, at Memphis, Tennessee, Holly Springs, Mississippi, Huntsville and Tuscumbia, Alabama, on which day the election for Directors shall be held, notice of which shall be published by the Directors for three weeks previous thereto, in at least one paper in Huntsville and one in Memphis.

SEC. 2. Should there be no election of Directors at the annual meeting aforesaid, the Directors shall appoint another day for election and give three weeks notice of the same in at least one paper; one in Memphis and one in Huntsville.

SEC. 3. Whenever the Direction may deem it necessary to call the stockholders, they shall give at least three weeks notice thereof in at least one paper in Memphis and one in Huntsville.

SEC. 4. Any number of stockholders not less than twenty representing not less than four thousand shares, may call a meeting of the stockholders giving at least three weeks previous notice thereof, in at least one paper in Memphis, and one in Huntsville, assigning in such notice the object of the proposed meeting that no meeting called as aforesaid shall have authority to transact business, unless a majority of the stock held by said company be represented in the same.

SEC. 5. The Direction shall elect their President out of their body by ballot, and a majority of the votes present shall be necessary to a choice. In the absence of the President, the Directors shall, under the same rule, elect a President pro tem., and in all vacancies in the board, a majority of the votes present shall be necessary to a choice.

Time of meeting.

SEC. 6. There shall be a general meeting of the stockholders on the first Monday in April, 1853, and annually thereafter, at such place as may be determined by the Direction, and at least one week notice of the same shall be given in at least one paper in Huntsville and one in Memphis. At this meeting the board of Directors shall make a full report on the state of the Company and its affairs.

Increase of Directors.

SEC. 7. That the amendments to the charter made by the Legislature of the State of Tennessee and Alabama at their last session, authorizing the board of Directors to increase the number from twelve to thirteen, and to put under contract the branch of said railroad from the main trunk at or near Tuscumbia, by way of South Lawrence to the town of Florence, are hereby accepted, that the Directors assign two out of the increased number to the council.



ston and two the State of Tennessee; *Provided*, that the two ed to Tennessee be made whenever the terms of the General al Improvement Bill passed by said State, shall be made avail- to the Company.

8. That the Direction is hereby instructed to accept the ions of the act of the Legislature of Tennessee, passed Feb. 1852, granting to the company the aid of the credit of that State aid. to adopt such regulations and enter into such stipulations and cts with the State, or its constituted authorities as will obtain cure for this Company the full benefit of the provisions aforesaid.

9. That whenever it shall become necessary for the success- osecution and completion of the road, and stocking it with hing necessary to give it free operation and effect, the Direc- hereby authorized to open books for subscription of new Increase of stock due notice thereof being given, or to borrow such sums of as shall be necessary upon the credit of the Company, on rtgage of its charter, road and works; the manner of effect- ch evidences of liability on the part of the Company, to be d by the Direction.

10. That whenever it shall become necessary for the more and profitable disposition or sale of any bonds or evidences ts of States, Counties or Corporations created, and issued for yment of subscriptions to the capital stock of this Company, ie property of the Company, or which may hereafter come s possession, for the ultimate payment of the principal and et of which bonds or evidences of debt, the stock so subscribed ave been pledged, the Direction in behalf of the Company by authorized to endorse the same, receive and apply the pro- thereof for the benefit of the Company.

## ARTICLE II.

SECTION 1. The Direction shall have all the powers vested in the ny by the charters in relation to the construction, protection anagement of the Railroad between Memphis and Crow Alabama, not inconsistent with the By-Laws.

2. The Direction may from time to time appoint commit- om among themselves, whose acts, when ratified by the board, be considered as their own.

3. The Direction shall have power to make all such rules gulations as are not inconsistent with law or the by-laws of mpany; *Provided*, That nothing herein contained in this or her section hereof, shall be so construed as to authorize the of Directors to make any other connection between Memphis Power of Direct- ors. Charleston, otherwise than by a continuous line of railway, e, with the consent and sanction of a meeting of the stockhold- representing a majority of the stock subscribed in said Company.

4. The Direction shall appoint to all offices or agencies in mpany's service, by ballot and from among the applicants or e, at a regular meeting of the board of Directors, applicants duly informed of the duties to be performed, the amount of and the security that will be required for the true and faith- scharge of the duties of the office. Application to be ad- ssed to the President and Directors of the Memphis and Charles- ilroad Company.

5. No payment shall be made by the President or Secreta- and Treasurers, except of accounts actually passed by the board dtered in the minutes, or duly audited by an Executive Com- ittee.

# LIST OF STOCKHOLDERS

IN

## MEMPHIS AND CHARLESTON RAILROAD,

WESTERN DIVISION, JUNE 30, 1859.

SHARES \$25 00 EACH.

STOCKHOLDERS.	N. o of Shares	STOCKHOLDERS.
Adams, Lorenzo.....	2	Blakeley, D. L.....
Adams, Nathan .....	28	Branch, Boling.....
Abernathy, D. A.....	10	Blackwood, J. J.....
Alexander, Wm. R.....	40	Benton, C. F.....
Allen, M. A.....	4	Benjamin, J. P.....
Allen, Wilson.....	4	Brewer, Bradford.....
Amen, Peter.....	20	Brewster, Thomas.....
Anderson, Tho. G.....	80	Brewster, John D.....
Anderson, Beverly.....	4	Beard, Charles.....
Anderson, Wm. C.....	20	Bearding, Pleasant.....
Anderson, A. J.....	2	Bethell, P. C.....
Apperson, E. M.....	40	Bibb, Thomas.....
Applewhite, Jesse.....	20	Blebers, H. B.....
Atkinson, Q. C.....	202	Biggs, Davis.....
Abbott, Charles R.....	18	Biggs, James.....
Allgood, D. F.....	10	Bills, John H.....
Armstrong, Tho. L.....	56	Bright, Greenbury.....
Ayres, B.....	31	Brinkley, R. C.....
Alexander, Moses McK.....	2	Brinkley, William.....
Bailey, J. G.....	20	Bobbitt, Geo. W.....
Baird, J. S.....	4	Bowlin, G. A.....
Baird, W. Locke.....	40	Boswell, James.....
Banks, Tho. R.....	10	Boyd, Whitfield.....
Barbee, H. G.....	4	Boyd, C. H.....
Barksdale, Janbina.....	2	Brown, J. W.....
Baxter, H. V. & Co.....	40	Brown, E.....
Baugh, Mary Louisa.....	20	Brown, M. R.....
Bankhead, S. P.....	4	Broadnax & Gibson.....
Blackburn, Thos.....	20	Box, Robert.....
Blake, Wm. H.....	36	Box, William.....
Blake, Eliza J.....	4	Boon, R. H.....







NO. 8---DESCRIPTION, MILEAGE AND EXPENSES OF LOCOMOTIVES ON THE MEMPHIS AND CHARLESTON RAILROAD,

FOR THE YEAR ENDING JUNE 30th, 1859.

ENGINES.	BUILDERS.	Placed on the Road.	No. of Drivers.	Size of Drivers. ft. in.	Wt of Engine.	Wt on Drivers.	Miles Ran.				Repairs.				Wages of Engineers & Firemen.	WOOD, OIL, TALLOW, WASTE.				Cost of Wood and Stores.	Total Cost for Repairs, Wood, Stores, Engineers and Firemen.	Cos per Mile.					REMARKS.
							Pass Trains	Ft Trains	Ditching Wood, and other Trains.	Total.	Labor.	Material.	Total.	Cords of Wood.		Q'ts of Oil.	Lbs. of Tallow.	Lbs. of Waste.	Re-pairs.			Wool.	Oil, Tallow, Waste.	Engi-neers & firemen	Total.		
Somerville.....	Harkness & Moore.....	June, 1852	4	4	38080	21042	"	"	11792	11792	112 85	30 25	143 10	1117 75	292 1-4	316	198	157	823 70	2,084 55	1 2-10	6 2-10	8-10	9 5-10	17 7-10	In Running Order.	
J. W. Garth.....	"	" 1852	4	4	33600	19972	"	"	7151	7151	572 25	286 00	858 25	710 35	150	228	64	251	466 65	2,035 25	12	5 2-10	1 1-10	9 9-10	28 2-10	In good Order.	
Luxahoma.....	"	Dec. 1852	4	4	46040	29060	"	"	8353	8353	262 65	56 48	313 13	439 20	186 1-8	241	126	134	526 55	1,278 88	3 7-10	5 4-10	7-10	5	14 8-10	In Shop.	
Magnolia.....	"	March 1853	4	5	47040	29000	"	"	"	"	2,307 55	588 40	2,895 95	"	"	"	"	5	2,896 50	"	7 7-10	5 8-10	1 1-10	7	21 6-10	Rebuilt, in good order.	
Antelope.....	"	" 1853	4	5	47040	29060	13855	5610	782	20247	1,430 10	130 20	1,560 30	467	467	500	394	371 1-2	1,386 95	4,366 25	7 7-10	5 8-10	1 1-10	7	21 6-10	In Running Order	
Southerner.....	Moore & Richardson....	Nov. 1853	4	5	47000	26090	21801	301	22102	1,820 55	863 01	2,683 56	1,332 40	402 3-4	536	338	389	1,197 45	5,033 41	12 1-10	4 6-10	8-10	5 2-10	22 7-10	In good order.		
Tusculum.....	"	" 1853	4	4	26000	660	3208	7100	10968	215 05	502 50	717 55	1,029 65	272	329	197 1-2	217	807 85	2,555 05	6 5-10	6 2-10	1 1-10	9	22 8-10	In Shop.		
S. P. Walker.....	Nashville Manufac. Co.	Dec. 1853	4	4	26000	987	214	9680	10881	299 40	73 20	372 60	972 50	333 5-8	453	217	242	981 45	2,326 55	3 4-10	7 7-10	1 4-10	8 9-10	21 4-10	In Running Order.		
A. E. Mills.....	R. Norris & Son.....	Sept. 1855	4	5	10	30800	27519	"	27519	2,412 10	657 30	3,069 40	1,475 95	594	602	582 1-2	479 1-2	1,752 30	6,297 65	12	5 4-10	1	5 4-10	23 8-10	In good Order.		
Deeatur.....	Anderson, Delany & Co.	Oct. 1855	4	5	20	25000	"	"	9925	9925	412 05	270 15	682 20	1,058 50	220	254	204	137	651 00	2,391 70	7	5 5-10	1	10 6-10	24 1-10	"	
North Alabama.....	"	Nov. 1855	4	4	30	30240	"	18091	221	18311	1,032 15	434 50	1,466 65	1,642 30	625	454	328 3-4	373 1-2	1,453 20	4,562 15	8	6 9-10	1	9	24 9-10	"	
Gov. Jones.....	Rich. Norris & Son.....	" 1855	4	5	20	30800	1009	10673	931	12613	1,349 95	438 00	1,787 95	912 35	432 1-8	358	228	286	1,207 15	3,907 45	14 1-10	8 1-10	1	7 3-10	30 5-10	"	
James Robb.....	"	Dec. 1855	4	5	0	26000	4180	6404	4161	14745	457 50	285 25	742 75	979 15	452 3-4	468	213	344	1,281 20	3,003 10	5	7 7-10	1	6 6-10	20 3-10	"	
H. W. Connor.....	"	" 1855	4	4	30	30240	"	17033	"	17033	234 40	448 55	682 95	1,354 00	612	504	347	393	1,737 40	3,884 95	4	7 7-10	1 2-10	8 6-10	21 5-10	In Good Order	
Huntsville.....	"	" 1855	4	4	30	30240	2640	18125	20765	812 40	104 50	916 90	1,732 00	675	500	357 1-2	305	1,884 35	4,533 25	4 4-10	8 1-10	9-10	8 3-10	21 7-10	In Running order.		
Memphis.....	Moore & Richardson....	April, 1856	4	4	30	30240	2290	11664	2467	16421	404 60	99 70	504 30	1,132 15	537 3-4	448	335	429	1,518 25	3,154 70	3 1-10	8 2-10	1	6 9-10	17 2-10	In Shop.	
Geo. P. Bierne.....	R. Norris & Son.....	" 1856	4	5	0	26000	7593	11719	1175	20487	379 20	183 93	563 13	1,373 35	611 5-8	506	417	409	1,725 45	3,661 73	2 7-10	7 5-10	9-10	6 7-10	17 8-10	In Running order.	
R. C. Brinkley.....	"	" 1856	4	4	30	30800	258	12910	1578	14746	975 15	469 95	1,645 10	918 75	545	343	258	161	1,490 55	3,854 40	9 8-10	9 2-10	9-10	6 2-10	28 1-10	In good Order.	
Pioneer.....	"	Oct. 1856	4	5	0	20070	13449	"	13449	681 45	268 70	950 15	1,056 15	335 5-8	345	258	238	965 45	2,971 75	7	6 2-10	9-10	7 9-10	22	"		
J. F. Cooper.....	Moore & Richardson ...	Nov. 1856	4	5	0	25000	21224	428	21652	874 75	276 78	1,151 53	1,324 10	426 3-8	447	402	510	1,257 00	3,732 63	4 7-10	4 3-10	8-10	5 3-10	14 7-10	"		
Pecahontas.....	"	" 1856	4	5	0	25000	23586	25	23611	1,463 26	580 10	2,043 30	1,188 35	442 3-8	486	356	556	1,305 40	4,537 05	8 6-10	4 7-10	8-10	5 1-10	19 2-10	"		
Sam Cruise.....	Rogers' Manufac. Co...	Dec. 1856	4	5	0	25000	35534	"	35534	812 10	761 20	1,572 30	1,842 70	735	745	614	721	2,161 35	5,576 35	4 4-10	5 2-10	9-10	5 2-10	15 7-10	In Running Order.		
Sam Tate.....	"	" 1856	4	5	0	25000	36971	"	36971	1,112 10	829 30	1,941 40	1,891 55	733	655	468 1-4	487 1-2	2,087 00	5,919 95	5 2-10	5	7-10	5 1-10	16	"		
Chickasaw.....	Moore & Richardson....	Jan. 1857	4	5	0	30	25000	28888	"	28888	1,322 25	719 72	2,041 97	1,346 40	524 1-8	602	516	452	1,542 40	4,930 77	7	4 5-10	8-10	4 3-10	16 6-10	In Good Order.	
L-n-k-a.....	"	" 1857	4	4	0	30	30000	52	13972	350	14374	974 70	380 20	1,354 90	1,017 60	546 3-4	410	288	342	1,525 20	3,897 70	9 4 10	9 5-10	1 1-10	7 1-10	27 1-10	"
Tishomingo.....	R. Norris & Son.....	Feb. 1857	4	5	0	0	20070	3441	990	5641	412 20	194 35	606 55	915 35	220	350	156	162 1-2	672 50	2,194 30	6	5 4-10	1 1-10	9 1-10	21 6-10	"	
Cherokee.....	Moore & Richardson....	May, 1857	4	4	0	30	30000	104	14619	1840	16563	791 15	221 10	1,012 25	1,233 75	533 3-4	429	270	272	1,482 90	3,728 90	6 1-10	8 1-10	9-10	7 4-10	22 5-10	"
Powhattan.....	"	" 1857	4	4	0	30	30000	104	17965	952	19021	752 70	394 27	1,146 97	1,324 60	475 1-2	407	319	383	1,374 25	3,845 82	6	6 2-10	9-10	6 5-10	19 6-10	"
Gen'l Jackson.....	R. Norris & Son.....	Dec. 1857	4	4	0	0	33350	"	21901	314 20	196 66	510 86	1,398 75	740	484	425	342	2,027 15	3,936 76	2 3-10	8 4-10	8-10	6 4-10	17 9-10	"		
Wm. Echols.....	Anderson, Delany & Co.	Jan. 1858	4	4	0	0	30240	1758	15993	3021	20772	201 45	299 00	500 45	1,860 45	660	480	424	398 1-2	1,859 70	2 4-10	8	1	9	20 4-10	"	
J. W. Scruggs.....	"	" 1858	4	4	0	0	30240	"	20542	1190	21732	156 10	120 05	276 15	1,962 35	720	556	343 1-4	402 1-2	2,020 80	1 2-10	8 3-10	1	9	19 5-10	"	
Wm. Dickson.....	R. Norris & Son.....	" 1859	4	4	0	0	36040	167	8948	9115	60 20	10 20	70 40	936 15	364	276	208 1-2	210	1,025 00	2,031 55	8-10	10	1 2-10	10 2-10	22 2-10	"	
J. J. Donegan.....	Rogers' Manufac. Co...	May, 1859	4	5	6	5	38923	742	"	742	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Campbell Wallace,...	"	" 1859	4	5	6	5	38923	120	"	120	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Ben Sherrod.....	"	" 1859	4	5	6	5	38923	345	"	345	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
R. M. Patton.....	"	" 1359	4	5	6	58385	38923	120	"	120	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Total.....							252397	231335	78309	562041	\$25,417 45	\$11,167 59	\$36,584 95	\$38,896 30	14,905	13,768	9,803 3-4	10,712 1-2	\$42,320 85	\$117,802 10							
Average Cost per mile ran,							6 5-10	For Wood.			6 6-10	For Oil, Tallow, Waste.			9-10	For Engineers and Foremen.			6 9-10	General Average.			20 9-10				



STOCKHOLDERS.	No. of Shares	STOCKHOLDERS.	No. of Shares
William.....	6	Curriu, D. M.....	10
ar & Stanton.....	100	Curtis, S. B.....	10
e, Jeremiah.....	8	Crum, Peter.....	20
Wm. E.....	400	Darden, Alfred H.....	10
Daniel.....	5	Davis, Hugh.....	20
Sarah L.....	1	Davidson, A. H.....	40
os, Geo. W.....	20	Davenport, S.....	2
os, Robert G.....	20	Deadriek, W.P.....	40
r. B. H.....	14	Deavers, C. A.....	6
T. H.....	40	DeEgana, J. Y.....	0
H. W.....	20	Drew, J. O. & A. W.....	25
l, J. H.....	80	Denmead, Edward.....	5
Geo. N.....	41	DeCottes, A. C.....	124
y, John.....	12	Diekinson, James.....	40
J. W.....	20	Dickinson, Edwin.....	40
ght, A. V.....	20	Dickinson, Tho. L.....	20
ght, M.....	10	Dillard, H. B.....	40
ght, N. R.....	10	Driver, Eli M.....	39
ght, Sarah.....	10	Dilworth, Thomas.....	4
enjamin.....	20	Dilworth, Richard.....	2
William.....	10	Dickson, William.....	2458
e James A.....	75	Dodson, James E.....	20
ars, W. P.....	4	Dortch, W. B.....	8
John.....	10	Dowell, A.....	24
David.....	10	Donegan, James H.....	32
Moses.....	4	Douglass, Joseph E.....	10
A. M.....	50	Douglass, John E.....	20
ohn W.....	12	Dowdy, Wm. P.....	10
C. Jr.....	114	Dunbar, A. F. & Co.....	40
Thomas.....	4	Dupree, Henry.....	10
S. R.....	10	Dupree, L. J.....	44
Henry J.....	30	Durden, William.....	2
s, Calvin.....	30	Elam, John W.....	20
s, D. B.....	20	Evans, R. E.....	8
s, John J.....	10	Eldridge, Alfred.....	12
s, J. J. Jr.....	2	English, William.....	4
s, J. N.....	4	Faison, Wright.....	12
s, P. B.....	2	Flaherty, George.....	1
& Guion.....	10	Franklin, B.....	10
s, James.....	1	Franklin, G. E.....	20
T. C.....	4	Franklin, H. P.....	10
esse B.....	10	Franklin, Jesse B.....	10
E. H.....	20	Fransoli, J. A. & Co.....	12
E. W.....	4	Fraim, P. P.....	80
H.....	15	Farley, John B.....	4
C. H.....	4	Frazer, C. B.....	20
ld, F. M.....	4	Fellowes & Co.....	80
F. H.....	304	Fellowes, William.....	20
at. J.....	8	Ferguson, R.....	10
s. P. N.....	4	Ferguson, W. O.....	4
William.....	4	Fearn, Donegan & Co.....	40
Tho. J.....	4	Fleming, W. T.....	10
l, D.....	4	Fort, Willie.....	4
s, John.....	4	Forrest, N. B.....	2000
Cullen.....	8	Garrett, Kenneth.....	40



STOCKHOLDERS.	No. of Shares	STOCKHOLDERS.
Garrison, T. S.....	10	Howcott, N.....
Green, A. L.....	10	Holt, Labin.....
Green, J. F.....	4	Holyoake, Lownes & Co.....
Greenway, Thos.....	4	Humphrey, R. B.....
Gill, George W.....	4	Hunt, John W.....
Gill, Jane M.....	1	Hunt, John.....
Griffin, Owen.....	4	Hunt, James W.....
Griner, J. C.....	20	Hunt, Ruffin.....
Goolsby, W. C.....	4	Hunt, Williamson.....
Goodrich & Co.....	30	Hunt, Charles W.....
Goodrich, Jno. C.....	10	Hunter, Geo. T.....
Goodwin, Geo. R.....	1	Hughes, H. S.....
Gorman, George.....	20	Hyams, H. M.....
Gormon, P. A.....	8	Hyde & Goodrich.....
Grosvenor, H. M.....	20	Hendley, John P.....
Guy, Martin W.....	80	Henkel, I. N. & A. D.....
Guy, J. H.....	4	Ingle, James.....
Gwynn, W. H.....	10	Isbell, Thomas H.....
Gwynn, S. J.....	10	Irons, A. T.....
Gwynn, R. R.....	10	Irons, Van Rensaeler.....
Hack, Caroline.....	2	Jarrett, John A.....
Hack, William.....	4	Jefferson, S. W.....
Hail, William.....	8	Johnson, William.....
Hardison, Jno. R.....	2	Johnson, S. L.....
Hardy, C. J.....	20	Johnson, Curtis.....
Harris, S.....	20	Johnson, D. H.....
Harris, Geo. W.....	10	Johnson, Thos. I.....
Harris, Wm. R.....	40	Johnson, M. J.....
Hart, James A.....	2	Jones, C. B.....
Harwell, M. M.....	40	Jones, James J.....
Hardaway, T. S.....	40	Jones, John R.....
Hardaway, W. B.....	60	Jones, John W.....
Hancock, Jas. M.....	6	Jones, Montezuma.....
Hancock, Nancy K.....	1	Jones, Paul T.....
Hancock, Adelia J.....	1	Jones, William.....
Heaslett, James A.....	20	Jones, Wm. A.....
Henderson, Thomas.....	20	Jones, Willie B.....
Henderson Samuel.....	20	Jones, R. S.....
Hargraves, Jas. T.....	54	Jones, T. C. & M. C.....
Haddock, Reed & Co.....	18	Jones, John.....
Higgason, Josiah.....	60	Jones, Albert.....
Hill, H. R. W.....	200	Jones, Sarah E.....
Hines, Hiram.....	40	Jones, Margaret.....
Hinton, S. H.....	8	Jones, Mary A.....
Hinton, Wm. K.....	4	Jones, B. M.....
Hix, G. W.....	4	Joyner, Thomas.....
Hix, N. B.....	4	Kahn A.....
Hodges, B. B.....	10	Keel, E. T.....
Holloway, John.....	20	Kerr, John.....
Holmes, Geo. L.....	40	Kerr, F. B.....
Holmes, Jno. B.....	20	Kerr, Jane.....
Holst, C. K.....	4	Key, C. D.....
Hooks, A. G.....	4	King, Charles F.....
Howard, J. M.....	20	Kirtland, I. B.....
Howard, Alcum.....	1	Knowlton, H. C.....

STOCKHOLDERS.	No. of Shares	STOCKHOLDERS.	No. of Shares
John.....	2	Montague, Y.....	4
Robert.....	10	Morton, George.....	2
Elizabeth.....	1	Morrison, Neal.....	5
Joseph E.....	12	Murray, W. C.....	60
Richard L.....	8	Murray, James H.....	20
James M.....	50	Murrell, B. F.....	5
Samson.....	100	Murrell, J. S.....	20
F. S.....	12	Murrell, William.....	4
Ge Synodical College.....	80	Munford, E. W.....	2433
John M.....	120	Memphis & Charleston Railroad...	180
er, John.....	4	McClarty, J. H.....	16
ce, S. L.....	1	McCalla, F. E.....	4
Thomas B.....	12	McClarty, T. P.....	8
Martha J.....	1	McDavitt, E.....	8
Synthia A.....	1	McAlpin, R. M.....	20
E. E.....	10	McClelland, J. H.....	20
James.....	20	McClellan & Son.....	20
Wm. L.....	8	McClellan I. B.....	20
S. Y.....	40	McNeal E. P.....	40
John M.....	4	McNeely, James.....	10
, W. G.....	4	McCommon, J. M.....	4
ey, Eugene.....	16	McDonald, A.....	10
, William.....	40	McDonald, J. L.....	20
, Richard.....	4	McDonald, Robert.....	40
Charles M.....	40	McDonald, J. C.....	60
F. W.....	80	McCutcheon, W. B.....	20
John W.....	20	McNulty, M. A.....	4
D. C.....	2	Nance, James H.....	10
S. M.....	8	Nance, Thomas C.....	4
V. A.....	20	Nabors, John W.....	8
James E.....	10	Neal, Samuel J.....	60
ws, A. S.....	8	Neal, Thomas G.....	20
H. P.....	16	Neill, John.....	2
Weakley & Co.....	20	Nellums, Samuel.....	4
d, John J.....	4	Nelson, S. O.....	80
John C.....	10	Newsom, Allen.....	10
rn, Joshua.....	8	Newell, Wm. B.....	100
Willie B.....	75	Northcross, N. N.....	40
Jacob.....	8	Northcross, John M.....	10
Matthew.....	10	Nowlin, W. J.....	12
Pitser.....	100	Overton, John.....	2450
ll, N. M.....	4	Oursler, J. A.....	4
ll, H.....	1	Pankey, James.....	16
ll, John J.....	30	Pankey, Mastin D.....	8
dro, Thos. D.....	6	Parham, Benj. M.....	20
omery, A. H.....	4	Park, William.....	16
omery, A. J.....	38	Parks John M.....	8
, Benjamin.....	20	Parrott, J.....	10
Jacob N.....	40	Patrick, J. M.....	40
James H.....	10	Patterson, B. M.....	40
John L.....	20	Pattison, George.....	4
Hugh N.....	125	Palmer, David E.....	20
Joseph R.....	48	Pearson, J. R.....	10
Samuel.....	8	Penn, James.....	20
y & Finnie.....	8	Penn, Fearn.....	12

STOCKHOLDERS.	No. of Shares	STOCKHOLDERS.
Perkins, R. C.....	20	Stanton, J. W.....
Pescham & Forstall.....	20	Swayne, J. T.....
Peebles, E. B.....	20	Stafford, James B.....
Pickens, Israel S.....	4	Stafford, H. L.....
Pickens, J. H.....	10	Shelton, David C.....
Price, W. M.....	2	Shelton, Ed. F.....
Polk, J. J.....	20	Shelton, John D.....
Polk, Octavia.....	10	Shelton, Wm. H.....
Polk, Octavia R.....	10	Speed, John H.....
Porter, E. H.....	40	Steger, John J.....
Porter, M. A. E.....	20	Steger, E. H.....
Puckett, L. A.....	10	Sims, John A.....
Quinn, David.....	6	Sims, Leroy.....
Ramsey, R. W.....	4	Sims, James.....
Rankin, Robert.....	4	Smith, F. W.....
Reddick, E. G.....	30	Smith, David T.....
Reed, John P.....	10	Smith, John P.....
Reed, Priscilla J.....	10	Smith, C. L.....
Reed, Pinckney.....	856	Spivey, J. H.....
Reeves, Mary A.....	1	Scott, William.....
Reynolds, A. E.....	10	Scott, L. M.....
Rice, Thomas.....	4	Somervell, Jos. B.....
Richardson, John.....	1	Storment, James M.....
Richardson, John M.....	10	Storment, Samuel.....
Richardson, James M.....	1	Stokes, J. W.....
Richardson Thomas.....	1	Somerville, City of.....
Richardson, Wm. C.....	1	Sugg. B.....
Robertson & Hudson.....	20	Seruggs, J. W.....
Robertson, George.....	64	Suitor, William.....
Robinson, A. C.....	2	Suitor, G. W.....
Robinson, Wyatt.....	20	Suitor, Nancy A.....
Roberts, L. C.....	48	Suratt, M.....
Robb, James.....	1848	Taliaferro, William.....
Rodgers, H. S.....	4	Taylor, H. S.....
Rook, William.....	10	Taylor, Edmund.....
Rose, E. T.....	8	Taylor, C. A.....
Rose, James.....	284	Taylor, John.....
Rosson, Joseph L.....	4	Taylor, R. V.....
Royston, R. C.....	100	Tate, Samuel.....
Rorie, E. B.....	1	Trader, William.....
Rorie, W. H.....	1	Trezevant, John P.....
Rugley, A. L.....	10	Terry & Price.....
Sanderlin, M. M.....	40	Titus, Frazer.....
Sanders F. A.....	80	Trigg, John.....
Sannoner, John A.....	4	Thomas, Elam A.....
Sauls, Burrell.....	10	Thornton, W. H.....
Saint, John C.....	14	Todd, J. J.....
Scalley, Pryor.....	4	Tomlinson, A. E. R.....
Schafner, Martin.....	1	Tomlinson, M. V.....
Shanks, Lewis.....	40	Trotter, Wm. B.....
Shaw, A. M.....	40	Thurmond, C.....
Shaw, A. M., Jr.....	1	Thurmond, M. M.....
Shaw, E. H. Jr.....	1	Thurmond, T. J.....
Shaw, John C.....	1	Tucker, P. M.....
Shaw, W. C.....	4	Tucker, Robert.....

STOCKHOLDERS.	No. of Shares	STOCKHOLDERS.	No. of Shares
r, William.....	10	Wilkinson, T .....	20
Wm. J.....	20	Wilkinson, W. B.....	20
r, James.. .....	4	Williams, J. D.....	24
art, C. F.....	20	Williams, J. G.....	4
ine, T. J.....	8	Williams, J. J.....	10
, Wm. L.....	80	Williams, Joseph R.....	100
r, Allegheny.....	4	Williams, J. T.....	120
right, G. T.....	10	Williams & Strain.....	8
Gordentia.....	4	Williams T. R.....	20
r, Henry C.....	60	Williamson, L. P.....	40
r, James R.....	4	Williamson, J. J.....	20
r, Robert .....	20	Williamson, B. W.....	20
r., Wm., Jr.....	2	Williams, S. B.....	4
n, Asbury.....	40	Wilson, W. S.....	6
er, Nathan.....	10	Wilson, Hugh....	160
ngton, Stephen.....	20	Wilson, James.....	10
ns, Joel.....	4	Wilson, Maxwell.....	40
John.....	60	Wilson, Thomas.....	4
W. W.....	10	Winfrey, John A.....	30
an, Wm. B.....	2000	Wright, H. M.....	40
r, H. W.....	8	Wright, Matthias.....	4
ley, Seth.....	100	Whitfield, F. E.....	140
er, William.....	4	Wirt, Finis E.....	10
S. M.....	16	Wicks, Moses J.....	2000
, Miles.....	100	Wood, Fendal.....	10
, A. J.....	20	Woodruff, A.....	28
, Joseph H.....	20	Wooten, John.....	4
ns, W. W.....	8	Yancey, C. D.....	20
x, C. G.....	40	Yarborough, Joseph.....	1
erger, John.....	12	Zellner, M.....	4
, John.....	4		

No. Shares Western Division.....38772

STOCKHOLDER

OF THE

Memphis and Charleston Railroad Company

ON THE 30TH JUNE, 1859.

EASTERN DIVISION.

NAMES.	No. of Shares	NAMES.
Henry A. Adams.....	4	John S. Blair.....
James Erwin Adams.....	4	Anderson M. Barclay.....
William Acklen.....	40	David Blackburn.....
James W. Abernathy.....	40	Thomas Black.....
James W. Alexander.....	4	Robert Bates.....
Aaron Askew.....	4	W. B. Barton.....
Peter A. Andrews.....	4	John Baxter.....
Eliza Andrews.....	20	Isabella M. Bradley.....
George Anderson.....	20	David Bradford.....
Charles D. Anderson.....	20	Mark Barbee.....
John T. Abernathy.....	400	Jacob Brady.....
Richard A. Arendale.....	10	Arthur C. Barton.....
William Arendale.....	1	Joseph J. Bayley.....
Charles D. Anderson, Adm'r.....	40	William A. Basinger.....
John Allison.....	10	Michael B. Brady.....
Nancy Allison.....	10	William H. Branch.....
Joseph Atkins.....	10	Joseph C. Bradley.....
Thomas T. Allington.....	4	Bradley, Wilson & Co.....
David Allison.....	20	George P. Beirne.....
Thomas Ashford.....	47	James A. Beasley.....
William P. Atwood.....	120	Peter R. Beasley.....
William B. Alsobrook.....	40	Andrew Beard.....
Abbott, Johns & Co.....	20	Alexander W. Bentley.....
William A. Austin.....	60	William F. Bentley.....
James Austill.....	4	Vincent M. Benham.....
James Arendale.....	10	John Berry.....
Pauline Anderson.....	10	Conrad Beeman.....
Joseph B. Bradford.....	204	Augusta A. Betts.....
Willis Blankinship.....	40	Joshua H. Beadle.....
Josiah D. Battle.....	60	Jasper N. Bean.....
Robert S. Brandon.....	20	William D. Bibb.....
John B. Brandon.....	20	Henry A. Binford.....
William M. Brandon.....	20	D. Porter Bibb.....
Thomas Bass.....	22	Peter Binford.....
Elizabeth Bass.....	4	Peter Binford.....



NAMES.	No. of Shares	NAMES.	No. of Shares
son D. Binford.....	20	John W. Carter.....	10
es A. Binford.....	10	Lavinia B. Chardavoyne.....	6
es S. Brittain.....	10	James W. Crenshaw.....	16
am L. Bibb.....	4	Patrick H. Crenshaw.....	4
sell & Spragins.....	10	Jane H. Childs.....	40
ph G. Brown.....	4	D. King Caldwell.....	4
es A. Boyd.....	20	G. W. Carmichall.....	2
es E. Brown.....	20	Thomas M. Campbell.....	8
rd Brooks.....	8	Granville Criner.....	10
Bower.....	8	B. C. Crittenden.....	8
h A. Brown.....	4	Joel C. Childress.....	20
Boyce.....	120	John B. Christian.....	4
am T. Blount.....	40	City Council of Charleston, S. C.	10000
ard Burgess.....	1	Samuel Coltart.....	20
than Burleson.....	120	Robert W. Coltart.....	23
am Butler.....	20	William Cobb.....	20
garet J. Burleson.....	16	Thomas B. Collier.....	48
garet E. Burleson.....	4	James M. Connor.....	80
a Jane Burleson.....	4	William C. Cross.....	40
es R. Blunt.....	20	Samuel W. Coons.....	40
am Burgess.....	4	James Coyle.....	40
el Buck.....	20	John B. Cook.....	8
ton M. Burdine.....	2	Samuel Cox.....	4
A. Burleson.....	226	Meridith Calhoun.....	400
z A. Burleson.....	6	John Cooper.....	4
Bryant.....	4	John W. Cooper.....	30
ryant.....	4	Williamson R. W. Cobb.....	40
ng Byrd.....	40	Henry Cowley.....	4
und E. Byrd.....	40	Charles J. Colcock.....	10
ert Bynum.....	4	Charles M. Cross, Jr.....	10
erick W. Bynum.....	188	Caleb Cope & Co.....	100
gent C. Clay, Sen.....	400	Charles W. Cordle, Trustee.....	40
les P. Cabaniss.....	71	Jesse C. Cox.....	1
Lawson Clay.....	78	William Cruse.....	8
imus D. Cabaniss.....	180	Jonathan M. Cunningham.....	20
ihers Clay.....	20	S. Ridgely Cruse.....	40
gent C. Clay, Jun.....	138	Mary Ann Cruse.....	80
iam B. Campbell.....	2	Harriet C. Cruse.....	40
oen Chapman.....	50	Joseph L. Cryner.....	8
athan C. Camp.....	20	George W. Drake.....	40
son C. Cain.....	20	John R. Drake.....	60
iam Campbell.....	4	James N. Davis.....	4
ge W. Caperton.....	20	Nicholas Davis.....	240
h Clarke.....	3	John H. David.....	20
iam Clarke.....	3	Robert C. David.....	20
h C. Carpenter.....	4	Thomas Davidson.....	10
rison T. Carr.....	40	Thomas S. Davis.....	6
und Claxton.....	10	Edwin R. Davis.....	1
ston Capshaw.....	20	Sally D. Dancy.....	12
alin Caldwell.....	118	Charles F. M. Dancy.....	116
es Campbell.....	40	William Davis.....	2
es M. Campbell.....	2	Samuel M. Day.....	5
iam M. Campbell.....	8	William Davis, Sen.....	4
es Crawford.....	76	George Darwin.....	10
h P. Caperton.....	20	Miles Dancy.....	4

NAMES.	No. of Shares	NAMES.
John P. Davis .....	4	John T. Farmer, .....
Caswell B. Derrick.....	20	Robert Fearn.....
Nancy Delaney.....	20	Thomas Fearn.....
William Desprey.....	20	Isham J. Fennell.....
David Deshler.....	5	Nelson Fennel.....
Henry Derrick.....	20	Henry Fennel.....
A. C. DeCottes.....	20	Jesse French .....
De Coursey, LaFourcade & Co.....	20	James N. Fletcher.....
John S. Dickson.....	20	James Fennel.....
Robert K. Dickson.....	4	Amos French .....
Isaiah Dill.....	40	Robert Fearn, Jr., .....
Francis L. Dillard.....	68	William B. Figures.....
William Dickson.....	817	David H. Friend.....
Caldwell & Rountree.....	18	George W. Foster.....
John G. Dickson.....	10	W. G. Fuqua.....
Edward H. Dillard.....	20	Amasa Flynt.....
Robert Donnell .....	40	Thornton Flynt .....
James W. S. Donnell.....	200	William Frye... ..
William Dodson.....	20	Edward Frost.....
John Douglass.....	20	Ruffin C. Gamble. ....
James H. Donegan....	34	Cornelia Grantland.....
James I. Donegan.....	819	Mollie F. Garth.....
Jesse Duncan.....	4	William W. Garth .....
Henry Duhring.....	20	Elizabeth Graham.....
Minor C. Dwyer.....	4	Jesse W. Garth.....
A. J. Dulany.....	12	Lewis G. Garrett.....
W. L. Dyer.....	1	Jesse Gravitt.....
William Evans.....	20	Gray & Kennedy.....
Cynthia Evans.....	1	Emily B. Gardiner.....
Alexander H. East.....	2	Claiborne C. Geron.....
Estate of Armistead Barton.....	458	Preston Y. Geron.....
Alcuin Eason .....	20	William J. Green.....
Samuel Evans.....	20	R. R. Gest.....
William Elliott.....	20	William M. Griffin.....
William A. Everly.....	10	Edward W. Grigsby .....
Alexander Erskin.....	200	Philip P. Gilchrist.....
George Ewing .....	20	Malcom J. Gilchrist.....
Stephen S. Ewing, Junior.....	20	Henry Gillespie.....
Mary E. Ewing .....	20	Robert C. F. Gill.....
William B. Ewing.....	20	Isaac Grizzle.....
Thomas Ewing.....	20	Benjamin M. Grigsby.....
Susan P. Ewing.....	20	John Grigg.....
John M. Eldridge.....	40	Henry P. Grizzard.....
Elizabeth P. Elliott.....	40	Robert A. Goodloe .....
Stephen S. Ewing.....	80	John C. Goodloe .....
Samuel Elliott.....	230	Michael Gorman.....
William Echols, Jr.....	80	Catharine Gorman .....
Dandridge Fariss.....	40	James A. Gooch.....
John J. Fackler.....	68	Abraham Gross.....
John L. Fariss.....	40	Jacob Gross.....
A. W. Falk.....	10	Logan R. Glover.....
Elizabeth M. Fackler.....	20	Robert N. Gourdin.....
Joseph P. Frazier.....	40	John Gurley.....
Samuel W. Frazier.....	4	Lorenzo P. Guy.....
Abner Frazier.....	4	William R. Gurley.....

NAMES.	No. of shares	NAMES.	No. of Shares
C. Harrison.....	20	Ira E Hobbs.....	40
and L. Hammond.....	80	Presley H Hobbs .....	20
Haynes.....	8	Thomas H Hobbs.....	40
Hamilton.....	4	Henry Holt.....	2
Hargrove.....	26	John H Hogan.....	40
Halsey.....	12	Thomas Holland .....	20
Hancock.....	10	William Hooks.....	20
Hambrick.....	10	James Holbert.....	1
and Hambrick.....	10	Joseph Hough .....	30
on S. Harris .....	20	Susan Hooks.....	40
ler Hamilton.....	4	John W Hooks.....	40
J. Harrington.....	44	Simeon Houk.....	4
arrington .....	80	George V Houston .....	8
Halsey.....	20	Josiah Horn.....	148
M. Harris.....	80	Mary J Hogan.....	120
W. Hardin.....	20	Elizabeth H Hogan.....	
T. Hargroves.....	207	Ernestine Hogan.....	
Hawkins.....	8	Joshua Howard .....	4
Harris.....	200	Johr J Howard .....	200
E. E. Harney.....	20	Andrew Horn.....	10
Hancock.....	20	James M Houston.....	91
K. Harris.....	40	Boyle P Humphrey.....	12
Harris.....	40	David C Humphrey.....	2
Harris.....	6	Nathan J Huston.....	60
Hancock.....	20	Daniel K Hunter.....	4
E. Harris.....	40	John M Hunter .....	2
arris.....	8	James M Hudgins.....	4
Harper.....	20	Claiborne W Hunt.....	4
Harris.....	40	Benjamin J Hudgins.....	4
aseltine.....	50	William F Hurt.....	40
L. Hallowell & Co.,.....	40	James Hunter .....	4
Harkness & Son .....	10	Maria Louisa Humphrey.....	20
& Knight.....	10	William J Hurt .....	12
Hazard.....	5	A J Irwin.....	100
N Harris.....	20	James Jackson.....	40
Haseltine.....	45	George M Jackson.....	40
rraway.....	2	W H Jarman.....	10
Haddock, Jr.....	55	Richard Jamar.....	20
Haddock.....	17	Mills Jenkins.....	24
ne M. Hewlett.....	20	Sarah E Jones.....	22
M Hewlett.....	40	Fleming Jordan.....	70
S Hennigan.....	20	John R B Johnson.....	12
Herman.....	8	George T Jones .....	40
Herndon .....	40	George W Jones .....	110
F Hewlett.....	12	James F Johnston .....	20
ne B Hill.....	2	Richard Jones.....	80
A Hine.....	44	Thomas H Jones.....	80
H Hine.....	28	Charles S Jones.....	20
Hill.....	2	James C Jones, Jr.....	40
W Hine.....	2	Felix Morgan Jones.....	
High.....	4	William Johnston ..	1
rn & Brothers.....	30	Farley Jones.....	40
Hindman.....	2	C W Johnston.....	2
Horton.....	40	Tignal Jones.....	40
T Hollowell.....	2	Moses Jones.....	9

NAMES.	No. of Shares	NAMES.
John Jones .....	20	Francis J Levert.....
Walter B Jones .....	40	James D Lewis.....
Sallie M Jones.....	40	Tandy W Lewis .....
Martha Jane Jones.....	12	Samuel R Lewis.....
Jacob V Johnson.....	40	A Holding Lewis.....
Margaret M Jordan.....	1	Mary Jane Lewis.....
Henry C Jordan.....	10	Daniel M Legg.....
James B Jordan.....	10	Corbin Lewis.....
Lemuel Johnston.....	4	Lockey & Brothers.....
Samuel J Jones .....	200	Joel P Ledbetter.....
Jucy Jordan.....	10	William Legg .....
Marie G Jones.....	6	William N B Leslie.....
George Jude.....	20	Joel T Lightfoot.....
Egbert J Jones .....	96	Lewis E Lindsay.....
Gabriel Jordan, Jr.....	32	Elijah B Ligon.....
Richard Kavanah .....	20	Mastin Ligon.....
Joseph N Kennedy.....	4	Linton & Woodward.....
Larkin A Kelley .....	2	J B Lippincott.....
John S Kennedy.....	20	Thomas Longacre.....
James C Kendrick.....	2	Judith Longacre .....
Henry C Kendrick.....	2	A B Longstreet .....
Beverly Keeble.....	12	Milton A Lukens.....
Mark Kelley.....	4	William J McCalley .....
Asaph Kennamore.....	8	Thomas McCrary.....
Jacob Kennamore .....	8	Thomas S McCaulley.....
Andrew Keysar.....	40	Archie McDonnell.....
Thomas R Kellum.....	8	Jonathan McDonald .....
Charles L King.....	2	William P McMahan.....
Hartwell R King.....	40	R Beirne McMahon.....
Oswald King .....	100	William McGregor, Jr .....
Robert King .....	200	William McReynolds.....
Ann King (Goodwin).....	20	Lewis A McBride .....
John D King.....	40	Thomas J McClellan .....
Mary E King.....	1	John W McAllister.....
Michael A King.....	40	James McMurry .....
Jane C Kirby.....	4	Irvin P McCrary.....
Richard L Kirby (Sauty Creek).....	8	E McCrary.....
William S King.....	4	Flemming J McCartney.....
John L King.....	2	Edwin McKirby.....
Joseph H King .....	20	Mary J McCaleb.....
Carver D King .....	10	Richard H McCravey.....
Joseph G Kirkpatrick .....	2	Matthew P McEwen.....
Cornelia A Kinkle.....	20	McAllister & Co.....
Stephen Kimball.....	17	Alexander McCampbell.....
Joseph H King.....	2	Fortunatus S S McMahon.....
G E Kumpe.....	20	William Jack McMahon.....
Theophilus Lacy.....	100	Johnson McKay.....
William Lanford.....	100	Bernard McKiernan .....
William G Laxson.....	4	Francis T Mastin.....
Henry C Lay.....	10	Eliza J Mastin.....
Jonathan Latham.....	4	Mayor and Aldermen of Huntsvill
Isaac A Lanier.....	20	Mastin & Brothers .....
William H Lanier .....	10	Moses Maples.....
David Larkin .....	448	Goodloe W Malone .....
George W Laughinghouse.....	10	John L Malone.....



NAMES.	No. of Shares	NAMES.	No. of Shares
s C Malone .....	40	E W Munford.....	42
N Malone.....	20	W C Murray .....	200
s H Malone.....	80	William H Nance.....	20
rt B Malone.....	20	Giles Nance.....	4
aniel H Malone.....	20	John S Napier.....	127
ha C Malone.....	4	Robert S Nance.....	10
A Malone.....	4	Francis H Newman .....	10
T Malone .....	4	George W Neal. ....	48
las D Malone:.....	4	James Newby .....	10
W Malone.....	4	Thomas A Nelson.....	170
R Malone.....	4	Owen O Nelson .....	40
Matthews .....	10	Benjamin F Newsom .....	20
A Martin .....	11	John M Netherland ..	4
as Martin .....	10	James Neely .....	20
as R Mattox.....	20	Newlin & Marshalls .....	20
am C Maples, Sen.....	20	F B Nelson.....	5
ard Mann.....	40	Jane L Norman.....	40
as W Martin.....	6	John A Nooe.....	34
A Matkin.....	20	Samuel O Nuckells.....	40
son County .....	4000	John W Otey .....	44
cis C Martin.....	2	William M Otey.....	40
as R Mattox & Co.....	4	Peter Ohlman.....	4
A Martin.....	10	Charles H Patton .....	420
am Matkin.....	80	Joel T Parish .....	12
h Martin.....	60	Francis R Parker.....	4
am W Mead.....	1	Mrs. A Worley Patterson.....	2
Merrill .....	2	James A Patterson.....	74
B Merrill.....	1	A Worley Patterson.....	10
ham Merrill.....	20	Robert M Patton.....	84
ibald E Mills.....	46	Martha L Patton.....	100
am A Miller.....	2	William D Parks.....	20
y L Miller.....	40	Lucinda Parker.....	4
ha L Moore.....	200	Hugh Parks.....	4
aretH. Moore.....	18	John Parks.....	4
ly & Spragins.....	20	Samuel Parks.....	4
am H Moore.....	20	James T Page.....	4
amin T Moore.....	40	John G Parks.....	10
es G Mhoon.....	40	Benjamin Patterson.....	8
rice Morris.....	4	Elizabeth Patterson.....	10
S Morrow.....	168	William Patton .....	4
A Morrison.....	20	John W Petty.....	4
am Moore.....	10	Samuel Peete.....	240
am F Moseley.....	8	George R Peck.....	20
a Morrisson.....	4	Edward Penick .....	20
y Morrisson.....	4	Warren W Peeden.....	120
ed Moore.....	20	Valentine Prewett.....	40
ce & Campion.....	20	Sarah Prewett.....	40
arine V Moore.....	16	William Prewett.....	40
h N Moore, Jr.....	16	John Peiers.....	6
ett A Morring.....	2	LeRoy M Peevy.....	4
uel Dary Morgan.....	20	Edward Pearsall.....	94
thy Murphy .....	40	Walter A Penny.....	8
ry Mussulman.....	4	James J Pleasants.....	80
Mullins.....	8	Steptoe Pickett.....	8
iam E Murphey.....	26	Halcote J Pride.....	80



NAMES.	No. of Shares	NAMES.
James H Pride.....	20	James Rutherford.....
James B Price.....	2	James Russell.....
Major W Price.....	4	Sarah E. Russell.....
Jack Philips .....	20	Tabitha J. Russell.....
John F Pride.....	44	Lorenzo Russell ....
Joseph Pickens.....	4	Thomas J. Russell.....
Andrew G Pickens .....	40	B. S. Russ.....
Matilda W Pope.....	40	J. W. Robinson....
William H Powers.....	80	W. J. Ross.....
Thomas V Province.....	40	Jared J. Sample & Sons.....
John C Posey.....	40	Garrett L. Sandidge.....
Samuel F Proctor.....	10	Allen Sanford.....
Robert T. Proctor.....	8	Dudley Sale.....
Robert F Potts.....	4	Edward R. Stanley.....
John W Prewitt.....	40	Joseph H. Stanley.....
Valentine G Prewitt.....	40	William H. Sadler.....
James R Plummer .....	44	Charles Schlack..
John T Rather.....	28	Thomas E. Spragins.....
John Rand.....	80	Andrew H. Stanley.....
John D Rather.....	64	Richard St. Clair.....
John Read.....	40	Jesse Starkey.....
Thomas Reddus.....	20	Carey A. Staple.....
Francis Renshaw.....	20	Richard Sandford.....
Charles D Reed .....	16	Charles Schaffer.....
Edward Richardson .....	48	Augustus Spain.....
Ann M Richardson.....	40	Lucy Ann Shanklin .....
William F Ricks.....	40	John Seay, Jr.....
William T Rice .....	4	Oliver D. Sledge.....
Archibald Rison .....	6	Allen Steger.....
Benjamin B Rogers.....	60	David Shelby.....
John Robinson.....	134	Charles F. Sherrod.....
James B Robinson. ....	40	William Q. Sewell.....
William Rogers.....	4	L. B. Sheffield.....
John M Robertson.....	40	John B. Stewart.....
Seaborn J Rountree .....	30	Shephard Shelton.....
V Murray Robertson.....	20	G. W. Shehorn.....
Matthew H Roberts.....	20	William F. Shelton.....
John F Roberts.....	40	Solomon Stephens.....
Ruffin C Roberts.....	4	Matthew W. Steele. ....
Stokes Robison.....	8	William Stephens.....
George Roddey .....	4	James T. Skelton.....
Mary E Roddey.....	4	Penelope Steger.....
Nelson Robinson.....	24	John P. Steger.....
Andrew J Routt .....	4	Martha E. Steger.....
James Rose.....	20	Mary M. E. Steger.....
William Robinson.....	140	Hughy Smith.....
John Rorex .....	4	Margaret W. Smith.....
William M Rorex .....	4	Brooks Smith .....
Samuel R Rhodes.....	40	Benjamin J. Smith.....
William M Roper .....	20	Joen G. Shlne.....
Rockhill & Co.....	20	Newton Smith.....
Chesley B. Rountree.....	4	Hugh Simpson.....
Robinson & Jones.....	40	John Simpson.....
James Robb.....	12	Gregory Sinclair.....
John W. Rutland.....	60	William Sinclair.....

NAMES.	No. of Shares	NAMES.	No. of Shares
D. Smith.....	120	Trotman & Nance.....	4
S. Simmons.....	20	Henry P. Turner.....	11
B. Skipworth.....	2	James B. Turner.....	40
Smith.....	4	Daniel B. Turner.....	30
Price & Co.....	10	John Tubbs.....	4
Smith.....	20	Truitt, Brothers & Co.....	25
G. Smith.....	4	Tuscumbia Railway Co.....	61
F. Smith.....	4	Henry P. Turner (Guardian).....	9
W. Strong.....	40	John Vernon.....	4
Strong.....	40	Drury Vinson.....	294
W. Sloss.....	12	Clement N. Vincent.....	80
T. Scott.....	24	William C. Vincent.....	2
W. H. Scott.....	12	Joseph Ward.....	20
W. Scott.....	10	Allen Walls.....	24
Shoalar.....	4	James L. Watkins.....	400
L. Sloss.....	8	William H. Walker.....	36
A. Stoddard.....	20	Mary A. Walton.....	40
Stocton.....	4	Paul J. Watkins.....	271
Snodgrass.....	26	George R. Wharton.....	20
e Snodgrass.....	8	Albert Walls.....	8
Stokes.....	20	Richard W. Walker.....	24
us H Southall.....	20	William D. Waits.....	20
B. Spotswood.....	10	John Wallis, Jr.....	20
B. Sublett.....	4	Matthew Washington.....	52
Scruggs.....	4	Caleb M. Walls.....	12
L. Scruggs.....	40	James Watson.....	20
dy Scruggs.....	84	George R. Wharton, (Guardian)...	9
Scurlock.....	4	James H. Ware.....	40
A. Scurlock.....	4	Alexander O. Weaver.....	8
Scruggs, Jr.....	8	Samuel D. Weakley.....	40
P. Scruggs.....	4	James H. Weakley.....	80
W. Sykes.....	108	Augustine J. Withers.....	40
A. Sykes.....	73	Cynthia Wright.....	4
A. Sykes.....	73	Harriet Wright.....	4
B. Taber.....	100	Thomas W. White.....	200
Tate, Jr.....	120	William F. Whitman.....	4
Tate.....	120	Albert Wright.....	4
e Tate.....	200	Francis L. Whitely.....	4
Taylor.....	4	Daniel Witworth.....	4
in Taylor.....	40	George Witty.....	4
T. Taylor.....	4	John Williams.....	20
R. Tally.....	20	David Williams.....	20
Tate.....	20	Simpson A. Williams.....	4
t, Derrickson & Co.....	20	R. B. Wilson.....	20
insley.....	4	Ann D. Wilabahn.....	8
Tindall.....	20	James B. Wright.....	20
B. Trotman.....	20	Isham Wright.....	40
Thompson.....	1	James Williams.....	12
a Tompkins.....	4	Williamson, Taylor & Co.....	20
P. Trotman.....	2	Wright, Brothers & Co.....	10
n Thompson.....	20	Joel Wimberley.....	4
rd R. Townsend.....	20	William H. Wilson.....	20
Thompson.....	8	Edward B. Wise.....	20
Thomas.....	4	James C. White.....	144
. Townsend.....	20	Philip Woodson.....	40

NAMES.	No. of Shares	NAMES.
Robert D. Wilson .....	2	John Woodall .....
Joseph H. White.....	130	Pleasant Woodall.....
Ephraim C. Williams.....	4	John T. Womack.....
Charles Word .. .....	4	Presley Woodall & Son.....
James W. Woodruff .....	40	A. M. Wynn.....
Thomas J. Wood.....	4	Agnes N. Yeatman.....
Prestley Woodall.....	16	Julia Young.....



